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**LANE TRANSIT DISTRICT
SPECIAL JOINT MEETING WITH
LANE COUNTY BOARD OF COMMISSIONERS**

**Wednesday, June 9, 2004
12:00 p.m.**

**Commissioners' Conference Room
125 East 8th Avenue, Eugene**

A G E N D A

	<u>Page No.</u>
I. CALL TO ORDER	
II. ROLL CALL	
Ban _____ Gant _____ Gaydos _____ Hocken _____	
Kleger _____ Lauritsen _____ Wylie _____	
III. MARTIN LUTHER KING JUNIOR PARKWAY DESIGN	2
IV. EmX UPDATE	15
V. RURAL TRANSIT SERVICE UPDATE	16
VI. ADJOURNMENT	

Alternative formats of printed material and/or 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).

Rural Route Service and Ridership -- Winter-Spring 2004

Description	Daily Vehicle Round Trips	Daily Revenue Hours	Avg. Daily Boardings	Estimated Annual Boardings	Boardings per Revenue Hour	Boardings per Trip
91 McKenzie Bridge - Weekday	4	11.2	128.8	32,970	11.5	32.2
91 McKenzie Bridge - Saturday	2	5.5	61.1	15,631	11.2	30.5
91 McKenzie Bridge - Sunday	2	5.5	48.4	12,401	8.9	24.2
92 Lowell/LCC - Weekday	5	7.3	110.8	28,373	15.1	22.2
93 Veneta - Weekday	5.5	8.2	136.0	34,825	16.7	24.7
93 Veneta - Saturday	2	2.7	43.9	11,232	16.2	21.9
95 Junction City - Weekday	7	10.3	163.1	41,762	15.8	23.3
95 Junction City - Saturday	2	3.1	31.0	7,936	10.1	15.5
96 Coburg - Weekday	6	5.3	100.0	25,594	18.7	16.7
Route 96x Coburg - Weekday	1	0.7	17.0	4,358	26.2	17.0
98 Cottage Grove - Weekday	6.5	12.3	292.6	74,907	23.8	45.0
98 Cottage Grove - Saturday	3	4.8	105.3	26,960	22.2	35.1
98 Cottage Grove - Sunday	2	3.2	47.5	12,151	15.0	23.7
Totals	48	79.9	1,285.6	329,102	16.1	26.8

2004 Annual Route Review - Service Reduction Proposal
Copy of Rural route ridership analysis Mar04

Item	Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Annual Cumulative Dollar Savings	Annual Boardings Affected	% of Affected Boardings
1	Route 95 and 95x weekday	11.7	3,006	0.98%	0.98%	\$113,014	\$113,014	5,908	0.07%
2	Route 95 Saturday	3.5	182	0.06%	1.04%	\$6,843	\$119,858	634	0.01%
3	Route 96 Weekday	3.0	774	0.25%	1.29%	\$29,102	\$148,960	5,263	0.06%
4	Route 96x Weekday	0.8	212	0.07%	1.36%	\$7,955	\$156,915	1,445	0.02%
Total Savings			4,173	1.36%		\$156,915		13,251	0.16%

Avg Daily Rides	Annual Days of Service	Annual Boardg
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22.9	258	5908.2
12.2	52	634.4
20.4	258	5263.2
5.6	258	1444.8

186.0 weekdays without summer bid
258.0 weekdays
52.0 weekend days

37.6 direct cost
307000.0 platform hours
0.76 average fare
8,103,040 12 month total Boardings

AGENDA ITEM SUMMARY

DATE OF MEETING: June 9, 2004

ITEM TITLE: EmX UPDATE

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: None

BACKGROUND: The Lane County Board of Commissioners will be provided with an oral update of the EmX system development. The update will cover the following items:

Franklin Corridor

Construction Schedule
Vehicle Update

Pioneer Parkway Corridor

Funding
Schedule
Current Status

Third EmX Corridor

Coburg Road Study
Funding
Schedule

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: June 9, 2004

ITEM TITLE: PIONEER PARKWAY EmX – MARTIN LUTHER KING JR. PARKWAY
SEGMENT DESIGN

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: None

BACKGROUND: A primary purpose of the joint meeting between the LTD Board and the Lane County Board of Commissioners is to discuss the Board's request that the Commissioners approve an 86-foot right-of-way for the southern segment of the MLK Jr. Parkway. The attached information provides details and a justification for the request.

ATTACHMENTS:

- (1) A June 9, 2004, memorandum to LTD Board regarding the MLK Parkway issue
- (2) An April 14, 2004, letter from Board President Hillary Wylie to the Lane County Commissioners regarding the MLK Jr. Parkway right-of-way
- (3) A summary of comments from property owners adjacent to the MLK Parkway

PROPOSED MOTION: None

June 2, 2004

MEMORANDUM

TO: LTD Board of Directors

FROM: Stefano Viggiano, Director of Development Services

RE: MLK Parkway Right-of-Way

As you know, the LTD Board has requested an 86-foot right-of-way through the southern section of the new MLK Parkway. This width would allow the establishment of back-to-back queue-jump lanes for the Pioneer Parkway EmX line. This is approximately 10 feet wider than the right-of-way required without the EmX lanes. The Board committed to pay for the cost of the additional right-of-way for EmX.

In March 2004, the Springfield City Council voted for a 76-foot right-of-way for the southern section of the MLK Parkway, which does not allow for the EmX lanes. The Board of County Commissioners also must take action on the MLK design. If the design approved by the County for the MLK Parkway is different than the design approved by the Springfield City Council, the issue would return to the City Council for reconsideration. The County Commissioners have requested this joint meeting with the LTD Board to discuss the MLK right-of-way.

In the joint meeting, the Board may be asked to provide the justification for the added right-of-way for the EmX lanes. The following are the key reasons:

- ❑ Exclusive right-of-way is the key element of the EmX system and is critical to the operation and performance of the system in future years.
- ❑ This is likely to be a one-time opportunity to provide exclusive right-of-way along this stretch of road. It is very unlikely that the sound walls would be moved in the foreseeable future to add the exclusive lanes.
- ❑ Traffic projections indicate that the MLK Parkway will have a very high traffic volume, making the exclusive lanes critical to EmX operation. Without the lanes, the MLK Parkway could be a significant bottleneck in the system.
- ❑ The Pioneer Parkway corridor was selected (unanimously by the Council and the Board) in part because of the opportunity to take advantage of incorporating BRT into a new road.

- We have committed to BRT as the preferred transit strategy in TransPlan. It is important that we follow through with that policy commitment and build it right. If we compromise on the EmX system, we will not be spending tax dollars as efficiently as we should.

There also may be a discussion at the meeting regarding the process for the acquisition of the property. The 76-foot right-of-way requires the purchase of approximately 8 feet of property on each side of the current right-of-way. The EmX lanes would require the purchase of an additional 5 feet of right-of-way on each side. It would be confusing and inefficient to handle the purchase as two separate transactions. It makes more sense to have one appraisal and one negotiation with the property owner. The cost splitting between the two acquisitions can be determined without having two separate purchases.

There may be a question regarding the management of property acquisition. MLK Parkway will be a City of Springfield road, and all the right-of-way, including the EmX lanes, will be held by the City. The County will likely be hired to appraise and negotiate the property under contract to Springfield and LTD. There is a question as to which agency, Springfield or LTD, would take the lead on possible legal action that may be required as part of the acquisition process.

April 14, 2004

Lane County Board of Commissioners
Lane County Courthouse
125 East Eighth Avenue
Eugene, Oregon 97401

Dear Commissioners:

On April 14, 2004, the Board of County Commissioners will be taking action on the design of the new Martin Luther King Jr. Parkway. The Commissioners' consideration of this issue follows action taken by the Springfield City Council on March 15, 2004, on the Parkway design. Lane Transit District is very interested in the design of the MLK Jr. Parkway since the Pioneer Parkway EmX (the name for LTD's bus rapid transit system) line would be using the southern portion of this new road. The information in this memorandum is intended to provide LTD's perspective on this important issue.

The Springfield City Council took action on a number of design elements for the new parkway. LTD disagrees with the decision by the council to limit the width of the right-of-way along the southern section of the new Parkway to 76 feet. This width does not allow for queue-jump lanes for EmX.

LTD recommends a width of 86 feet along the southern section of the MLK Jr. Parkway to allow for the establishment of EmX queue-jump lanes. This would require an additional five feet of property from each side of the corridor when compared with the width approved by the Springfield City Council. The LTD Board has agreed to pay for the cost of the added right-of-way for EmX.

LTD believes that some level of exclusive right-of-way (ROW) along the narrowed portion of MLK Jr. Parkway is critically important to the success of the Pioneer Parkway EmX corridor. If that ROW is not provided as part of this project, it is unrealistic to expect that it ever will be added in the future. Thus, this road project presents a unique opportunity to provide needed ROW for the future. Without the exclusive ROW, there may be significant delays for EmX vehicles at both ends of this half-mile stretch of road. This would become a bottleneck in this EmX line. This concern is compounded by the fact that there is a fairly high level of uncertainty regarding the level of traffic congestion on this street. The added ROW for EmX could prove to be an extremely important asset.

Throughout the corridor, LTD has sought to have two exclusive EmX lanes, one operating in each direction. The sections north and south of

the narrowed stretch of MLK Jr. Parkway will have double EmX lanes. That also would be our preference for the portion of the EmX lane on MLK Jr. Parkway. However, in deference to the impacts of such an expanded ROW on adjacent properties, we have proposed a design that minimizes the ROW needs while still providing for an acceptable level of EmX priority. The design is, in essence, two extended queue-jumpers. The northbound EmX vehicle will travel in mixed traffic until approximately the half-way point of the narrowed section of the road, and then will enter an exclusive northbound lane, which would extend to the intersection with RiverBend Drive. The southbound EmX service would do the opposite. From RiverBend Drive, it would travel in mixed traffic until the half-way point of the narrowed section of MLK Jr. Parkway, then enter an exclusive lane that would extend to Hayden Bridge Road. This design approach is, essentially, a five-lane section. It works well because there should be minimal traffic delays until vehicles approach the intersections at each end of the narrowed stretch of the Parkway. Thus, the exclusive lanes are used only where they are needed most. In addition, analysis conducted by Lane County staff indicates that the added ROW for this design would not have appreciably more impact on septic drain fields and on buildings that the ROW would require without EmX.

LTD staff have made a concerted effort to solicit comments from residents and property owners who live adjacent to the MLK Jr. Parkway to determine their reaction to the possible widening of the right-of-way to accommodate a lane for EmX. Attached to this letter is information on the public contacts made by LTD.

LTD staff ask for your approval of the design with the 86 feet of right-of-way. LTD believes that the proposed design, though compromised from the ideal for BRT, will maintain the vision of the EmX system while minimizing the adverse impacts on adjacent property owners.

Thank you for your consideration of this issue.

Sincerely,

/s/ Hillary Wylie

Hillary Wylie
President, LTD Board of Directors

HW:sv:js

Attachment

Q:\Reference\Board Packet\2004\06\Joint Meeting with BCC\MLK letter to LC.doc

MLK Jr. Parkway Comments from Abutting Property Owners

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
1	City of Springfield				N/A	N/A	N/A	N/A	N/A	Property has already been purchased by the City
2	City of Springfield				N/A	N/A	N/A	N/A	N/A	Property has already been purchased by the City
3	Hodgkin	2561 Nova	Greenhouse displaced		yes	no	yes	no	no	This property owner had purchased some of the old railroad right-of-way (to the centerline of the ROW for their lot and the lot to the south). They would prefer not to lose land, and would prefer to lose as little land as possible.
4	Herzberg	2611 Nova			yes	yes	no	no	no	This property owner has a potential buyer for this rental property. They want to know how quickly the acquisition would take place so they can decide to sell before or after the right-of-way purchase. The shed on the property is on a concrete slab that would need to be moved or taken down.
5	Ruchti	2635 Nova			yes	yes	no	yes	yes	A phone message was left for this property owner. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
6	Hancock	2663 Nova			yes	yes	no	yes	yes	A phone message was left for this property owner. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
7	Moir	2695 Nova	Shed displaced. Drain field may be impacted and require relocation.	More of drain field impacted.	yes	yes	no	yes	yes	The owners listed may have moved. A message was left on the phone number listed. A second packet of material that included an aerial photo of the property with the proposed property lines was sent to the address.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
8	Hamilton	2717 Nova		Sound wall very close to deck; drain field will require relocation	yes	yes	no	yes	yes	A second packet of material that included an aerial photo of the property with the proposed property lines was sent. During a subsequent phone call, this property owner expressed strong opposition to the loss of right-of-way. Their back deck would be impacted by the right-of-way expansion. They would prefer not to have the road go in. However, if the road does go in, they would rather not give up the added right-of-way for BRT. They do not see the need for the BRT lanes. They are circulating a petition in opposition to the BRT project.
9	Price	2725 Nova	Deck displaced.	More of deck displaced. Drain field may be impacted and require relocation	yes	yes	no	yes	yes	These property owners live out of the community. A message was left on their phone and a second packet of material that included an aerial photo of the property with the proposed property lines was sent.
10	Hernandez/Tadeo	2755 Nova	2 sheds displaced. Drain field may be impacted and require relocation	More of drain field impacted.	yes	yes	yes	no	yes	They would prefer to lose less property. When they bought the property, they understood that the property line extended a few feet into the right-of-way. County records indicate that it does not. They are also interested in exploring, as part of the property purchase, the possibility of relocating a mobile home that is on the lot.
11	Morgan	330 Edie Drive	Canvas shed displaced.	Drain field may be impacted and require relocation	yes	yes	yes	no	yes	This property owner attended the sound wall open house sponsored by Springfield. He has owned the property for about one year and knew about the MLK project when he purchased the property. He is supportive of transit and understands the need for the extra ROW for the BRT project. However, he has some concern about the possible impact to the drain field for his septic system, and because of that would like as little of his property taken as possible.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
12	Cline	2833 & 2853 Game Farm Road	Drain field for 2833 Game Farm will require relocation	More of drain field impacted	yes	yes	yes	no	no	This property owner has the only two properties annexed to the City. He has plans for redevelopment of the lots. He reported that the City has put so many conditions on the plans that he has put the project on hold. He understands the impacts of all the options, is ready to work with us and supports the transit project. We explained the acquisition process.
13	Muller	2855 Game Farm			yes	yes	no	yes	no	A phone message was left for this property owner. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
14	Arch	2897 Game Farm	Garage displaced		yes	yes	no	yes	no	The property owner is most concerned about a garage that will be displaced (with or without the added ROW for BRT). He hopes that the garage can be relocated within his yard. He is also worried about storing the vehicles that are in the garage during the time that the garage is being rebuilt or moved.
15	Surgeon	2915 Game Farm			yes	no	no	yes	no	Unable to reach by phone. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
16	Wallace	2923 Game Farm			yes	yes	yes	no	yes	This property owner indicated that the biggest impact is the loss of his Port Orford Cedars, which occurs with the MLK Parkway 76' widening. His other major concern is that a structure which houses animals not be relocated. The structure is set back over 20 feet from the property line, and after marking off the proposed new property line, he was satisfied that he would not be negatively impacted. He does not feel that the additional 5 feet for the BRT lane will adversely impact him, and is generally supportive of both transit and the BRT project.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
17	Nugent	2937 Game Farm			yes	yes	yes	no	no	This property owner was not concerned about the additional 5 feet needed for the BRT right of way. He felt that the major impact to his property would occur with the initial property line adjustment for the MLK roadway project. His major questions and concerns were regarding the appraisal and property acquisition process, and he wanted to make sure that it was a fair process with opportunity for negotiation.
18	Wortman	2945 Game Farm		Shed displaced	yes	yes	yes	no	yes	This property owner likes the BRT concept, and did not feel that he would be adversely impacted by the 5 additional feet. The major impact to his property is with the initial property line adjustment for the roadway.
19	Hansen	2969 Game Farm			yes	no	no	yes	no	Unable to reach this property owner by phone. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
20	Hartwick	2983 Game Farm			yes	no	no	yes	yes	Unable to reach this property owner by phone. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
21		2993 Game Farm						yes	yes	Unable to reach this property owner by phone. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
22	Booher	35 Ann Court	2 sheds displaced and an above-ground pool possibly affected	Swimming pool may be affected	yes	yes	yes	no	yes	This property opener has lived on this property for over 40 years. He believes that his home will be severely impacted by both the MLK parkway widening and the additional 5 feet required for the BRT lane. He indicated a strong distrust of public agencies, and felt that he has not been given good information about public projects over the years. He has a pool in his backyard that he indicated was located based on information from former Springfield Mayor Morrisette in a location that wouldn't be impacted by the future road widening. It appears that his pool will be impacted by the parkway widening and the sound wall construction. The additional 5 feet required for the BRT lane would further impact established shrubery. He will adamantly oppose both projects, although he did indicate he could support BRT on another alignment. He did indicate his appreciation of our meeting with him and answering his questions. The property owners also indicated a strong opposition to the proposed roundabout design and the impact on access from the neighborhood.
23	Hake	45 Ann Court		Drain field may be impacted and require relocation	yes	yes	no	no	yes	In response to a phone call, this property owner indicated that they had received information about both projects. The additional space for BRT "doesn't make any difference to them". In earlier written correspondence, they indicated a preference for the 76' ROW.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
24	Millers	3131 Wayside Lp	Shed displaced		yes	yes	yes	yes	yes	Mr. Miller accused LTD and the City of Springfield of having an agenda that included lying to the public. The Millers are upset that LTD has a non-elected board of directors. The Millers felt that the impact to their property was not significant but opposed the road and BRT project as a matter of principle.
25	Krenz/Osburn	3147 Wayside Lp			yes	yes	no	yes	no	A phone message was left for this property owner. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
26	Aldridge	3163 Wayside Lp			yes	yes	yes	no	yes	We met with this property owner and answered many questions relating specifically to the roadway widening, as well as general questions about the BRT planning process and ridership projections. He is generally supportive of BRT, but questions the need for it on the MLK parkway. The additional 5 feet may impact the location of a workshop he is planning to build. Mr. Aldridge is concerned about the impacts of the proposed roundabout on his ability to access Wayside Loop.
27	Macaluso	3179 Wayside Lp			yes	no	no	yes	yes	This property owner has an unlisted phone number. We left a package of material at the house and sent a packet of material that included an aerial photo of the property with the proposed property lines.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
28	Verret	3195 Wayside Lp			yes	no	yes	no	no	This property owner is very concerned about the impacts to their neighborhood, which they have lived in for 30 years. They have a fairly deep lot, and did not feel that the additional 5 feet would be a significant impact over the 8 feet required by the City widening. This property owner is concerned about the general impact on the neighborhood of the parkway project, including noise, and access to his road. He does not believe that the BRT vehicles will create additional noise or pollution impacts on his home, and is very supportive of getting people out of their cars.
29	Dewall	2878 Wayside Lp	Carport displaced		yes	yes	yes	no	no	This property owner prefers to not give any property for the Parkway or BRT, however they recognize the importance of community projects like these. They anticipated the Parkway project and have not developed yard within 20 feet of railway right of way. The additional 5 feet for BRT will have marginal impact.
30	Mills	2864 Wayside Lp		Shed maybe displaced	yes	no	no	yes	yes	This property owner has an unlisted phone number. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
31	Paris	2850 Wayside Ln	Garage displaced		yes	no	no	yes	yes	We were unable to reach this property owner by phone. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
32	Hudgins	2836 Wayside Ln	Shed displaced		yes	yes	no	yes	no	This peroperty oner was reached by phone, but did not want to meet with LTD. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
33	Hass	2822 Wayside Ln			yes	yes	no	yes	yes	This property owner lives in Great Falls, Montana. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
34	Harless	2732 Wayside Ln			yes	no	yes	no	no	This property owner doesn't use the back end of his property and there would be little impact to his way of life. He also looks forward to getting some unexpected money from the purchase required for the Parkway project and BRT.
35	Bowden	2634 Wayside Ln			yes	yes	yes	no	no	The Bowden's didn't feel the City of Springfield provided consistent information about the road project and were grateful that LTD actually made a trip to their home and answer their questions. We discussed the City's road project and the BRT project and the amount of land needed to accommodate both. The Bowden's did not feel that the impact to their property was very significant.
36	Stringer	2686 Wayside Ln			yes	yes	yes	no	yes	This property owner didn't believe that the BRT project impacts were that much more significant than the Parkway project. Concerned about the round-a-about planned for the Hayden Bridge/Parkway intersection. He would prefer if Wayside Lane was converted into a cul-de-sac.
37	Farset	2630 Wayside Ln	Garage displaced		yes	yes	no	yes	no	A phone message was left for this property owner. A second packet of material that included an aerial photo of the property with the proposed property lines was sent.
38	Taylor	2600 Wayside Ln	Mature trees lost		yes	yes	no	yes	yes	This property owner understands need for the parkway and transit project. They are not concerned about the loss of the additional space as they do not use the area at the end of their yard. Their main concern is the impact to the septic drain field and whether this was being replaced by the City or LTD.

	Name	Site Address	Impact of 76 foot ROW	Add'l Impact of 86 foot ROW	Letter sent	Phone Call	Visit	2nd letter	Signed Petition	Comments
39	Simpson	2570 Wayside Ln			yes	yes	yes	no	yes	This property owner didn't think that in comparison to others the impact to their property was significant. They were more concerned about the speed of traffic along Wayside Lane and would prefer if Wayside Lane was closed to through traffic.
40	Walker	2550 Wayside Ln	Drain field is impacted. There is not enough room on the site to relocate the drain line.	More of drain field impacted.	yes	yes	yes	no	no	Due to the MLK Parkway project she doesn't believe her property is usable anymore and wants the City to buy the entire parcel.
41	City of Springfield	25 Wayside Ln			N/A	N/A	N/A	N/A	N/A	Property has already been purchased by the City

AGENDA ITEM SUMMARY

DATE OF MEETING: June 9, 2004

ITEM TITLE: RURAL SERVICE UPDATE

PREPARED BY: Andy Vobora, Service Planning and Marketing Manager

ACTION REQUESTED: None

Deleted: .

BACKGROUND: LTD provides fixed-route service to six rural communities: Veneta/Elmira, Junction City, Coburg, McKenzie Bridge/Blue River, Lowell/Pleasant Hill, and Cottage Grove/Creswell. LTD also provides in-kind assistance to Florence and Oakridge, two communities that are outside the LTD service boundary, to help them secure grants and develop transit operations. The Florence service, the Rhody Express, operates within that community. The Oakridge service, the Diamond Express, provides a connection between Oakridge and the Eugene-Springfield metropolitan area.

Time permitting, the County Commissioners will be briefed on the service and ridership characteristics of the rural transit service.

ATTACHMENT: A table showing rural route ridership and service characteristics

Deleted: .

PROPOSED MOTION: None

Memorandum

Date: April 14, 2004
To: Lane County Board of Commissioners
From: Ken Hamm, General Manager
RE: MLK Parkway Jr. Property Owner Comments

LTD staff have made a concerted effort to solicit comments from residents and property owners who live adjacent to the MLK Jr. Parkway to determine their reaction to the possible widening of the right-of-way to accommodate a lane for BRT. LTD has written letters to every resident along the parkway and followed up those letters with telephone calls and home visits. If staff were unable to connect with property owners by telephone, a follow-up letter was sent encouraging the property owner to contact LTD.

There are 41 properties adjacent to the MLK Parkway right-of-way, and three of those already are owned by the City of Springfield. Of the remaining 38 properties, LTD staff have managed to visit and/or talk by telephone with 22 of the owners.

Attached is a spreadsheet that lists every property, indicates possible impacts on structures and septic systems, documents the type of contact that was made, and summarizes the comments from the property owners. While it is difficult to sort the comments with any level of precision, it appears that well over half of the 22 property owners who commented to LTD indicated that they support the BRT concept and are neutral about losing the additional five feet, or can "live with it." Only seven of the 22 property owner comments indicate some level of opposition to the extra five feet, and only three of those can be characterized as being strongly opposed.

It should be noted that a petition in opposition to the BRT lane was circulated within the neighborhood. The petition was signed by 22 of the properties that would have land affected by the road project. The spreadsheet indicates those properties whose owners signed the petition. You will note that some of them had indicated in their comments to us that they did not object to the additional right-of-way for the BRT lanes.

KH:SV:js
attachment



Lane Transit District

*P.O. Box 7070
Eugene, Oregon 97401-0470*

*3500 East 17th Avenue
Eugene, Oregon 97403*