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Public notice was given to *The Register-Guard* for publication on June 10, 2004.

LANE TRANSIT DISTRICT SPECIAL BOARD MEETING/WORK SESSION

Monday, June 14, 2004
5:30 p.m.

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

A G E N D A

Page No.

I. CALL TO ORDER

II. ROLL CALL

Lauritsen _____ Wylie _____ Ban _____ Gant _____

Gaydos _____ Hocken _____ Kleger _____

III. PRELIMINARY REMARKS BY BOARD PRESIDENT

IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA

V. WORK SESSION

A. Prepare for Joint Meeting with Springfield City Council (20 minutes)

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B. Board Working Agreements (20 minutes)

C. Follow-up on EmX Work Sessions (___ minutes)

D. Incremental EmX Development (30 minutes)

E. Franklin EmX Schedule, Vehicle, and Budget (40 minutes)

F. Overview of National and International BRT Projects (20 minutes)

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).



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Bus Rapid Transit Goals and Performance Objectives June 2002

Bus Rapid Transit Overview

Bus rapid transit (BRT) is a concept that uses rubber-tired vehicles to emulate the positive service characteristics and image of a rail system. The system is intended as a cost-effective major upgrade in transit service that is appropriate for the size and characteristics of the Eugene/Springfield community. BRT adds capacity to the transportation system, works well with the community's other transportation and land use strategies, and will provide increasingly important benefits into the future.

The system is composed of high-frequency, fast transit service along the major corridors, and small-bus neighborhood service that connects with the corridor service at neighborhood activity centers. The BRT corridor service, as proposed, eventually would be implemented on many major arterials within the community.

Bus Rapid Transit Design Elements

The following are the preferred design elements for BRT service. While it is the goal of every BRT corridor plan to meet all of these design elements, it is recognized that it may not be possible to do so in all cases. For example, it may not be feasible in many corridors to achieve exclusive transit right-of-way along the entire length of the BRT corridor.

Corridor Service

- Use exclusive bus lanes or bus guideways.
- Provide transit signal priority at signalized intersections.
- Use wider stop spacing (approximately every half-mile).
- Improve stops and stations and provide a higher level of passenger amenities.
- Use prepaid fares.
- Provide 10-minute service during the daytime on weekdays.
- Use vehicles for BRT service that convey a "rail-like" image, are environmentally friendly, can carry bicycles, and facilitate fast and efficient passenger boarding and deboarding.

Neighborhood Service

- Provide convenient neighborhood service that connects with the corridor service at neighborhood activity centers.
- Use small, environmentally-friendly vehicles for the neighborhood connector service.
- Continue to provide direct access to major activity centers (such as downtown Eugene) from nearby neighborhoods.

Goals and Performance Objectives**Goal 1: Improve vehicle travel time, service reliability, rider comfort and convenience, and the image of the service in order to achieve an increase in the transit market share of trips along BRT corridors.**

- Increase peak-hour, peak-direction transit mode split (the percentage of trips taken by transit) along BRT corridors by at least 30 percent within ten years of implementation (e.g., from 10 percent to 13 percent of all person trips along the corridor), and by an additional 10 percent during the following ten years.
- Reduce peak-hour bus travel time along BRT corridors by at least 20 percent within ten years of implementation and by an additional 10 percent within the following ten years, compared with running times that would have occurred without BRT.
- Show no significant increase in vehicle travel times from year to year.
- Improve vehicle travel times to at least match car travel times along BRT corridors within 20 years of BRT implementation.
- Provide convenient neighborhood connector service that links neighborhood residents with the BRT line and nearby activity centers.
- Reduce vehicle emissions along BRT corridors compared with levels that would have occurred without BRT.
- Achieve 99 percent on-time performance for BRT service.
- Improve LTD approval ratings of “excellent” in community surveys by at least 10 percent within five years of BRT implementation.

Goal 2: Reduce the operating cost for transit service along BRT corridors.

- Reduce the annual direct operating cost for service along BRT corridors by at least 10 percent during the first ten years and by 15 percent thereafter, compared with costs that would have been required for an equivalent level of non-BRT service.

Goal 3: Increase the person-carrying capacity of BRT corridors.

- Increase the carrying capacity of BRT corridors by an average of 30 percent with the implementation of BRT.
- Develop a system that will facilitate future conversion to rail or another higher-capacity transit mode, if and when such a change becomes feasible.

Goal 4: Design the BRT service to support planned land use patterns.

- Provide convenient service to land use nodes along BRT corridors.
- Provide neighborhood connector service to link nearby residential, commercial, and employment areas with the BRT corridor service.
- Provide convenient access to major activity centers along BRT corridors.

Goal 5: Where feasible, incorporate “non-transit” enhancements as part of BRT projects, including improvements in traffic safety, traffic flow, bicycle and pedestrian facilities, and aesthetics.

- Consider improvements to bicycle facilities along BRT corridors.
- Provide bicycle parking at BRT stops, where feasible.
- Consider the addition of sidewalks adjacent to the BRT service where they now do not exist.
- Work with state and traffic engineers to identify possible improvements to traffic safety and traffic flow along BRT corridors.
- Add landscaping along the BRT line, where appropriate.
- Consider including fiber optics or other communication and utility upgrades as part of BRT corridor construction.

Implementation Guidelines

In meeting the project goals, the design for BRT corridors should carefully consider the following:

- Cost.
- Pedestrian, bicycle, and traffic safety.
- Impact on businesses.
- Impact on residences.
- Traffic congestion.
- Parking.
- Movement of freight.
- Auto capacity.
- Access for persons with disabilities.

AGENDA ITEM SUMMARY

DATE OF MEETING: May 10, 2004

ITEM TITLE: WORK SESSION ON EmX

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: Continued Board discussion of EmX and direction to staff

BACKGROUND: On April 19, the Board held a work session to discuss plans and policies for the development of the EmX system. At that time, staff provided information on the history of development of the BRT concept and on the goals and objectives of the EmX system. Staff also suggested key policy questions for the Board. At the April 21, 2004, regular meeting, Board Vice President Gerry Gaydos, chairman pro tem, requested time on May 10 for continued Board discussion on issues that were raised by staff and the Board on April 19.

Staff will be present at the May 10 meeting to answer questions from the Board. Otherwise, this meeting provides an opportunity for Board members to continue their discussion on EmX and provide direction on a work plan for staff and the Board.

RESULTS OF RECOMMENDED ACTION: Staff will amend EmX development plans based on direction provided by the Board.

ATTACHMENT:

- (1) BRT Goals and Performance Objectives
- (2) EmX – Key Questions

PROPOSED MOTION: None



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EmX – KEY QUESTIONS

- ❑ Vehicle procurement
- ❑ Franklin Corridor cost
- ❑ Pioneer Parkway – design-driven versus budget-driven design process
- ❑ Comprehensive BRT versus incremental development
- ❑ Funding – How aggressively do we seek federal funds?
- ❑ Funding – Which category of New Starts funding to pursue?
- ❑ How do we proceed with the next Eugene corridor?

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AGENDA ITEM SUMMARY

DATE OF MEETING: May 10, 2004

ITEM TITLE: FUTURE MEETINGS – AGENDA DEVELOPMENT

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: Prioritization of future meeting agenda topics

BACKGROUND:

At the April 19 meeting, the Board discussed disbanding the Board committees and holding an additional meeting of the full Board each month. At the April 21 meeting, the six Board members present tentatively agreed to hold a special meeting on the second Monday of each month. This schedule generally allows staff time to prepare items for Board review at the next meeting.

The Board also began a list of issues to discuss at future work sessions. Included with this packet is the beginning of a tentative schedule of required and requested Board meeting agenda items, for the Board's review. On May 10, staff would like to take a few minutes to discuss this list with the Board and hear the Board's priorities for future discussions, including any suggested topics that are not on the draft list.

RESULTS OF RECOMMENDED ACTION:

Staff will update the agenda topic list and amend it as needed, in order to develop the agendas for future Board meetings and work sessions.

ATTACHMENT: Board Priorities – Proposed Schedule of Board Meeting Agenda Items (included as a separate document for Board members)

PROPOSED MOTION: None

MAY 13, 2004
LTD STAFF DEBRIEF
Board Special Meeting of May 10, 2004

1. Cost Benefit Analysis (Stef)
 - a. LCOG – Performance based
 - b. Old MIS of BRT system
 - c. Cost / benefit of BRT
 - d. Cost of no BRT
 1. Traffic
2. Assumptions – edited
3. Cost breakdown of vehicle (Mark) – Kisp
 - a. Plan B (Mark, Ron, Andy)
4. Breakdown Franklin corridor on where we started (Mark, Diane, Stef)
 - a. Show progression of budget
 - b. Compare current EmX budget to CIP \$
 - c. Develop list of budget trade-offs
5. Incremental Development (Stef)
 - a. Develop plan for incremental development alternatives
 1. Thurston, Coburg Rd., River Rd.
6. Outreach to Community on BRT
 - a. Tax Rate
 - b. Third Corridor
 - c. Incremental Approach
7. Be careful on how we build / manage community's expectations on BRT
 - a. Engage policy makers / staff of partner agencies in new way around BRT
 1. Create forum to discuss current attitudes, incremental approaches
 - Two levels – policy / staff
 - Staff: Both management & technical
 - Ken discuss at SELL : topics
 - Stefano: Draft agenda

BOARD COMMENTS

BRT is the adopted local transit strategy in TransPlan.

Vehicle

- / Sign contract for \$900,000
- / Appearance promotes service, quality of service keeps customer
- / Need vehicle soon
- / Cost breakdown on \$900,000 vehicle.
- / More development of Plan B

Corridor Design

- / Will consider design changes only if it gets buses out of traffic.
- / Complete project on budget
- / More unknowns in this type of design no sure of impact of building to design.
- / Any decision needs to be constrained by budget, but issue is how to adjust to significant changes in cost. Need process to continually reprioritize expenses / budget through redesign to lower cost or reprogram CIP.
- / Use a list of criteria for BRT to prioritize budget decisions.

- / Unclear what \$38 million buys or what a Pioneer Parkway BRT corridor would cost.

- / \$650,000 for New Flyer vehicle

- / When a decision is made to increase the budget for capital projects, be specific on what is being cut to fund the increase.

Third EmX Corridor

- / We should be consulting with community partners on how we should proceed with plan for third corridor
- / Full corridor, incremental approach. Where are nodes, what does community want
- / As long as long-term plan is to get buses out of traffic, get there any way we can. Avoid Pioneer Parkway problem with MLK Jr. Blvd. choke point.
- / Do partial BRT corridors but get buy-in from partner gov. for eventual exclusive ROW. Don't call EmX until full corridor
- / Buy smart now, especially land
- / We have time to put 1st corridor in place and then get community feedback on how to move forward.

BOARD STUDY SESSIONS

1. Overview on national/international BRT projects. Use APTA Powerpoints.
2. Security. Threat / Vulnerabilities
3. Franklin Corridor – Cost analysis / Vehicle issues
4. Pick sites & topics for public hearings off site. Cost / Benefit
5. Negotiations (labor)
6. Half-price programs for non-profits.
7. O&D Presentation – July or later
8. Plan for outreach to community