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Public notice was given to *The Register-Guard* for publication on July 8, 2004.

## LANE TRANSIT DISTRICT SPECIAL JOINT MEETING WITH SPRINGFIELD CITY COUNCIL

MONDAY JULY 12, 2004

Springfield Station Tour at 5:30 p.m.  
(Meet in joint development building,  
4<sup>th</sup> and South A Streets)

Joint Meeting in Springfield City Hall  
Library Meeting Room at 6:30 p.m.

### A G E N D A

	<u>Page No.</u>
I. CALL TO ORDER and light dinner at 6:30 p.m.	
II. ROLL CALL	
Ban _____ Gant _____ Gaydos _____ Hocken _____	
Kleger _____ Lauritsen _____ Wylie _____	
III. FRANKLIN EmX CORRIDOR (20 minutes)	4
IV. PIONEER PARKWAY EmX CORRIDOR (20 minutes)	7
V. 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).**

# Briefing Eugene City Council

## Update Franklin Corridor EmX June-July, 2004



*At Your Service*



*a service of lane transit district*

# EmX Vehicle Status

- **Agreement on price, \$900,000 per vehicle**
  - **LTD signs contract for 5 vehicles, July 1, 2004**
- **Prototype vehicle development**
  - **Design: 7/04-2/05**
  - **Vehicle production: 11/04-5/05**
  - **Vehicle evaluation: 7/05-9/05**
  - **Altoona testing: 10/05-3/06**
- **LTD vehicle production: 4/06-8/06**



*At Your Service*



# EmX Vehicle

## DESIGN ELEMENT

## NEW FLYER

Clean (hybrid-electric propulsion)

YES

Quiet (hush mode available)

YES

60-foot length

YES

Rail-like appearance

YES

Low Floor

YES

Wide Doors

YES

Doors on both sides

YES

Wheelchair bays

2

Interior bicycle area

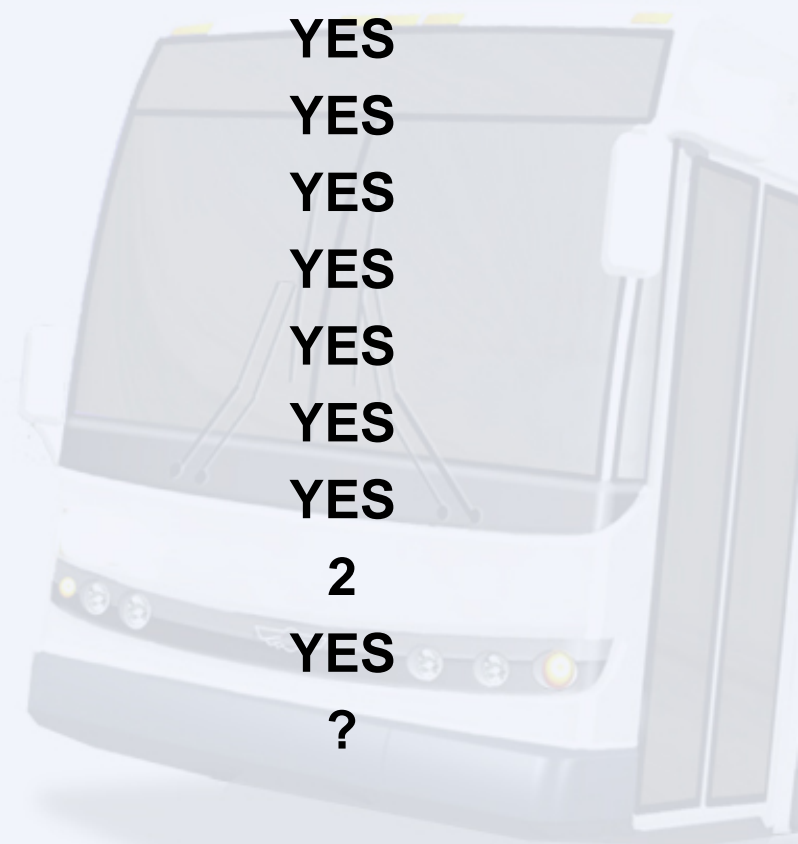
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At Your Service



# **Schedule for 2004**

- **Plan for Summer 2004**
  - **Improvements on South A St. Springfield**
  - **Underground utilities and widen Franklin Blvd:  
Agate to Onyx streets**

- **Fall-Winter 2004**

- **Identify cost saving design alternates**
- **Produce new construction estimates for design alternative and balance of project**
- **Implement design cost savings and/or budget increases as directed by Board**
- **Obtain permits for final design**
- **Obtain any required property**

# **Schedule for Spring 2005 – Spring 2006**

- **Complete corridor construction:  
Eugene, Glenwood, Springfield**
- **Delivery of first EmX vehicle: Begin field testing**
- **Staff Training and testing of procedures and field components**
- **Commence service: Fall 2006**



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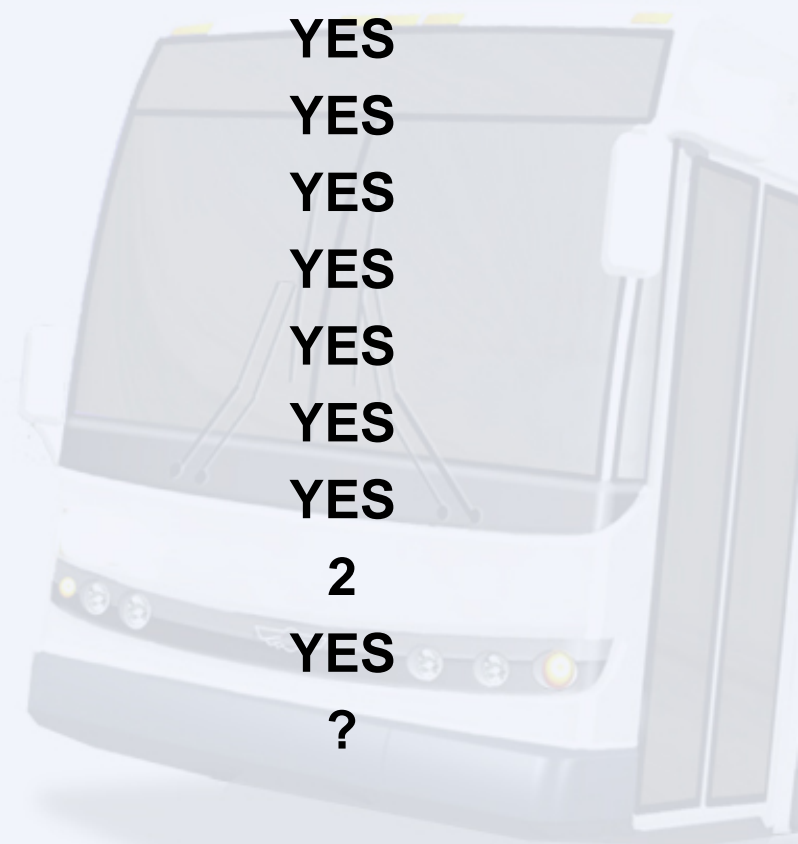
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At Your Service



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*At Your Service*



*a service of lane transit district*





*At Your Service*



*a service of lane transit district*

Franklin Corridor EmX Construction Schedule:

**Summer 2004**

Construct improvements on South A from Mill St. to 4<sup>th</sup> Street: Includes widening of north side of South A from Mill to Pioneer Parkway East (PPE) as well as adding trees and landscaping, building a median island on south lane of South A at Mill, adding an EmX lane on the south side of South A, adding landscaping to the north side of South A between PPE and 4<sup>th</sup> Street, and installing a new traffic light at PPE and South A Street.

There will be some minor improvements to PPE between South A and Main streets. No changes will be made to Main Street between PPE and Mill Street.

**Summer 2005 – Spring 2006**

Complete construction of Emx Corridor in Springfield: Build three stations in Glenwood at Glenwood Blvd., Lexington Street, and at the intersection of McVey and Franklin Blvd. Add EmX lane to the south side of Main Street from PPE to Mill Street.

In the Spring of 2006, LTD will take delivery of its first EmX vehicle and commence operator training and field testing of systems and procedures

Commence service: Fall 2006

# Franklin EmX

## Update: July 2004

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In May-June 2001, the Springfield City Council, Eugene City Council, and Lane County Commissioners approved proceeding with the Franklin EmX Corridor. Since that time, LTD staff have been working with partner agency staff and consultants on the final design for the project and the securement of approvals and permits needed for construction. There are always changes that occur as a project proceeds from preliminary design to final design and construction. For this project, the major changes since the 2001 approval by the City Council have been in the locations of the Glenwood Stations. There was also an addition of a median on South A Street east of Mill that is intended to slow traffic as it approaches downtown Springfield. The Council reviewed and endorsed these changes.

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### Property Acquisition

Portions of seven different properties must be acquired in downtown Springfield for the Franklin EmX line. The property acquisitions are small, and no businesses are displaced. LTD has reached agreement with five of the seven property owners. Negotiations continue with the remaining two property owners. LTD has obtained possession of those two properties, which will allow the construction work to proceed on schedule.

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### Construction Schedule

#### Summer 2004

Construct improvements on South A from Mill St. to 4<sup>th</sup> Street: Includes widening of north side of South A from Mill to Pioneer Parkway East (PPE) as well as adding trees and landscaping, building a median island on south lane of South A at Mill, adding an EmX lane on the south side of South A, adding landscaping to the north side of South A between PPE and 4<sup>th</sup> Street, and installing a new traffic light at PPE and South A Street. There will be some minor improvements to PPE between South A and Main streets.

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#### Summer 2005 – Spring 2006

Complete construction of EmX corridor in Springfield and Glenwood: Build three stations in Glenwood at Glenwood Blvd, Lexington Street, and the intersection of McVey and Franklin Blvd. Add EmX lane to the south side of Main Street from PPE to Mill Street.

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In the Spring of 2006, LTD will take delivery of its first EmX vehicle and commence operator training and field testing of systems and procedures.

#### Fall 2006

Commence service

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**Vehicle Selection**

A very important and particularly challenging part of the project has been to find an appropriate vehicle to operate the EmX system. The vehicle must meet the operational needs of the system. Desired characteristics, as determined in conversations with the community and LTD's partner agencies, are that the vehicle have a very low-emission propulsion system and have a sleeker, rail-like appearance. Finally, the vehicle must be affordable. LTD is very happy to report that an agreement for the purchase of five BRT vehicles from New Flyer of America recently was signed. As shown on the table below, the vehicle meets the operational needs of the system and includes important desired features. Attached is a flyer providing additional information and an illustration of the vehicle.

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**New Flyer EmX Vehicle**

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<u>DESIGN ELEMENT</u>	<u>NEW FLYER</u>
Clean (hybrid-electric propulsion)	Yes
Quiet (hush mode available)	Yes
60-foot length	Yes
Rail-like appearance	?
Low Floor	Yes
Wide Doors	Yes
Doors on both sides	Yes
Wheelchair bays	2
Interior bicycle area	Yes
Automated guidance	No

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Joint Meeting  
Springfield City Council  
LTD Board of Directors

July 12, 2004  
Springfield City Hall  
Library Meeting Room

Springfield Station Tour at 5:30 p.m.  
Meeting in City Hall at 6:30 p.m.

## Agenda

**1. Tour of the new Springfield Transit Station – 5:30 p.m.**

Meet in the Station Joint Development Building (southwest corner of 4<sup>th</sup> Street and South A Street) at 5:30 p.m. for a quick tour of the station. Depart for Springfield City Hall at approximately 6:15 p.m.

**2. Call to Order – 6:30 p.m.**

**3. Franklin EmX Corridor (20 minutes)**

An update will be provided on the Franklin EmX project, including the selection of the new EmX vehicle.

**4. Pioneer Parkway EmX Corridor (20 minutes)**

Information will be provided on the Pioneer Parkway EmX Corridor, including an update on the status of the project, possible coordination of the MLK Parkway portion of the corridor, and information on potential funding sources for the project.

Joint Meeting  
Springfield City Council  
LTD Board of Directors

July 12, 2004: 5:30 p.m.  
Springfield City Hall

Agenda

**1. Tour of the new Springfield Transit Station**

Meet in the Station Joint Development Building (southwest corner of 4<sup>th</sup> and South A Street) at 5:30 p.m. for a quick tour of the station. We should depart for Springfield City Hall at approximately 6:10 p.m. so that the remainder of the meeting can start by 6:20 p.m.

**2. Springfield Station**

This agenda item provides an opportunity for additional information and discussion regarding joint development opportunities, the station grand opening, or other station issues.

**3. Franklin EmX Corridor**

An update will be provided on the Franklin EmX project, including the selection of the new EmX vehicle.

**4. Pioneer Parkway EmX Corridor**

Information will be provided on the Pioneer Parkway EmX Corridor, including an update on the status of the project, possible coordination of the MLK Parkway portion of the corridor, and information on potential funding sources for the project.

# EmX Vehicle

## New Flyer Industries

### *Features*

- 60-foot articulated
- Domestic manufacturer
- Hybrid-electric propulsion
- Doors on left and right side
- Built to accommodate automated guidance system



# EmX Vehicle

## New Flyer Industries



### ***Features***

- 60-foot articulated
- Domestic manufacturer
- Hybrid-electric propulsion
- Doors on left and right side
- Built to accommodate automated guidance system
- Bikes on board
- 50 seats, 120 maximum capacity
- Prototype : June 2005
- Delivery date: Summer 2006
- Cost: \$900,000



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# Pioneer Parkway EmX

## Update: July 2004

In Fall 2001, the Springfield City Council and the Lane Transit District Board of Directors selected Pioneer Parkway as the next BRT corridor to be developed in Springfield. (Since that time, LTD's BRT system has been named "EmX.") This corridor would link downtown Springfield with the Gateway area to the north. The corridor was selected primarily due to the high level of development and traffic congestion problems in the Gateway area. In addition, the old railroad right-of-way and the planned extension of Pioneer Parkway were seen as providing unique opportunities for exclusive transit lanes. It should be noted that the corridor was selected prior to PeaceHealth's announced move to RiverBend.



### Alternatives Analysis

Once the corridor was selected, LTD and Springfield staff, working with stakeholder groups and other interested citizens, considered several alignment options for the corridor. The Springfield City Council reviewed the ideas that emerged from this public process in July 2003. The attached drawings show some design options that emerged as the most-supported alignments in the initial public process. These and several other alternatives are carried forward into the next step, which is the environmental review.

### Environmental Analysis

Since the Pioneer Parkway EmX Corridor is expected to be funded with federal funds, it is subject to the requirements of the National Environmental Policy Act (NEPA). To satisfy those requirements, an Environmental Impact Statement (EIS) for the project will be prepared. This is an exhaustive study that evaluates the impact of the project on the community. Among the key issues for this particular project are right-of-way and access impacts on Harlow and Gateway that result from some of the alternatives.

The EIS is expected to take approximately two years to complete and includes several opportunities for community and partner agency comment. City staff will have ample opportunity to comment on the EIS. The City Council does not have a formal role in approving the EIS, though the Council certainly can be involved in review and comment of the document. Once the EIS is complete, the Council will be required to approve the project before it can move to the final design and construction phase.

## **Funding**

Funding for the Pioneer Parkway/MLK Parkway EmX corridor is pending completion of the reauthorization of TEA 21. At this point, the corridor is not funded. The House and Senate each has completed work on a measure and the bill is in Conference Committee. The House version authorizes projects; the Senate version does not. Senate projects will be added in conference.

There has been much attention paid to the evolving concept of bus rapid transit in both versions of this bill. Pioneer Parkway EmX is authorized in the House proposal in a new subsection of what has previously been a program for new rail projects. These projects require a complex multi-year qualifying process but generally result in a multi-year grant agreement that funds the project over a period of years. Each year's grant must be lobbied through the appropriations process, but because it is an *authorized* project, the grant amount is included in the president's recommended budget. A fundamental difference LTD and the City of Springfield will face in implementing and funding this project will be meeting the federal administrative requirements in order to lobby successfully for the funding.

The new bill will maintain the 80/20 federal/local cost share, but both versions give preference to projects that get closer to a 50/50 cost share. Knowing this to be the likely case, LTD's Capital Improvement Program has assumed a 60/40 ratio, but has identified only half of the 40 percent local match. The local match can include in-kind contributions of City staff time, local funding, or donation of right of way, as well as direct financial contribution. This means that LTD will seek opportunities to attribute local costs to the local match and not have to, or may not be able to, draw on federal funds to meet local needs not directly attributable to the project.

It is uncertain when work on this bill will be complete.

## **Project Schedule**

If funding for the project is approved and the EIS work proceeds as planned, a decision to proceed with the project would be made in spring 2006. The project would proceed only with the approval of the Springfield City Council and the Board of County Commissioners. If approved in the spring of 2006, the project could be designed in 2006-07, with construction in the 2007 and 2008 construction seasons. Optimistically, this would result in project completion and the beginning of service in late 2008.

## **MLK Parkway**

The decision on the MLK Parkway was anticipated to be made by the City Council on July 6, 2004, after this packet was prepared. If approval was given to the wider right-of-way through the southern section, there will need to be very close coordination between the LTD project and the City project, both from a design and engineering standpoint and from a procedural standpoint. Legal staff from the two agencies have been discussing options for proceeding with land acquisition. Staff have been discussing coordination of design and construction. A key question is whether the EmX lanes would be constructed at the same time as the rest of the road, or as part of a later project.

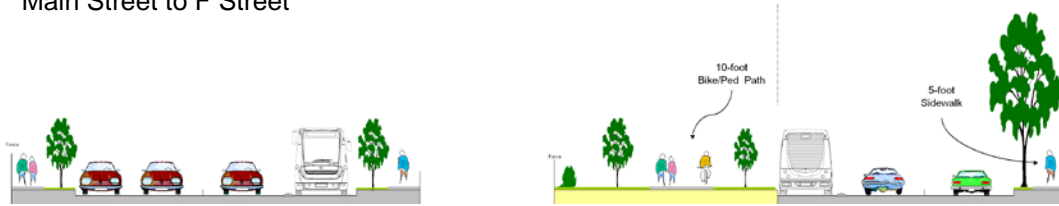
Springfield, Lane County, and LTD staff are working on an Intergovernmental Agreement that will address coordination issues through the design and construction of the project.

LTD has committed to pay for the additional cost for the wider right-of-way and would pay for the cost for construction of the EmX lanes.

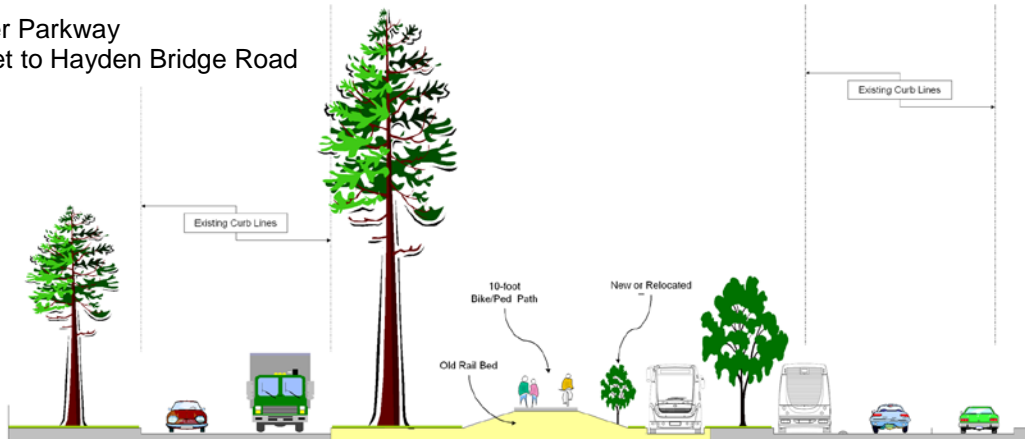
### **Service Changes**

Implementation of EmX service will require adjustments of the remaining conventional service to assure that the entire system is well integrated and works well for our guests. Neighborhood service will be designed to connect with the EmX line as well as with important local destinations. LTD intends to solicit community input on the redesign of the service and to work closely with Springfield staff to determine appropriate service plans.

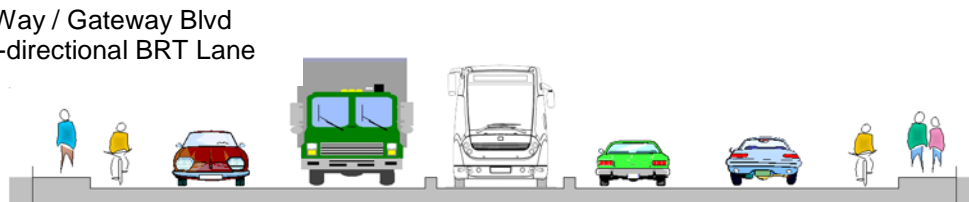
Pioneer Parkway  
Main Street to F Street



Pioneer Parkway  
F Street to Hayden Bridge Road



Hayden Way / Gateway Blvd  
Single Bi-directional BRT Lane



Hayden Way / Gateway Blvd  
Dual BRT Lanes



International Way  
Dual BRT Lanes

Median Double Lane  
with Landscaping



## SPRINGFIELD STATION SECURITY PLAN:

The goal of LTD's plan is to create a safe, secure, and comfortable environment at the station by eliminating inappropriate behavior. The station was designed to discourage crime and illegal behavior by being open and well-lit. Additionally, LTD intends to maintain a high level of cleanliness, enhancing the perception of safety and comfort. Often, perceived issues of safety are as important as real safety issues.

### PLAN

1. **Appearance**—A facilities staff person, and contracted cleaning personnel, will clean the station during business hours, as well as, during the hours the station is closed from evening to morning. Having the cleaning staff present during the late night and early morning will help maintain a surveillance of the property.
2. **Bus Operator Training**—Operators are trained in conflict resolution, young rider problems, self-defense, and knowledge of local and state laws and how they pertain to transit operations. Operators also have direct radio communication with dispatch.
3. **Commitment to Prosecute**—LTD is committed to prosecuting illegal activities that occur at the station.
4. **Contracted Security**—The District has budgeted for 60 hours per week of contracted security patrol.
5. **Operations Supervisors**—During hours when no security officers are on duty, patrols will be done by LTD Operations Supervisors.
6. **Lighting**—LTD has designed a facility that is well lit, attractive, and provides a sense of security and safety.
7. **Location**—The location of the Springfield Station, near the downtown core, provides an opportunity for LTD to work with the city staff and adjacent businesses on plans to revitalize the downtown area.
8. **Municipal Codes/State Statutes**—The District will work with local and state officials to amend any laws that are applicable to maintaining the security of the District's employees, customers, and property.
9. **Ordinance 36**—The District has adopted a set of regulations that govern customer behavior within the transit system.
10. **Other Efforts**—In addition to enforcing regulations, LTD has taken a proactive approach to problems by working with local agencies to identify the reasons why some youth loiter at the station, and explore the possibility of finding more appropriate alternative sites for them. For customers with developmental disabilities, LTD is working with care providers to ensure that alternatives to loitering at the bus station exist.
11. **Video Surveillance**—The station will be equipped with video cameras to identify criminal behavior, thereby lessening investigation time and producing a higher number of convictions.

LTD has developed procedures for dealing with specific problems that may occur at the station.





# Springfield Station

## Update: July 2004

*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.*

Vision statement adopted by the Springfield Station Steering Committee



Lane Transit District is completing construction of a new transit station for Springfield. The new station will replace the current Springfield Station that is located at 5<sup>th</sup> and North 'B' Streets. The new station will act as the hub for service within Springfield and will provide for more efficient operations, create a more comfortable and safer facility for LTD guests, and allow for system growth. Over the next 20 years, ridership at the Springfield Station is expected to grow from the current 1,700 passengers on an average weekday to 3,000 average weekday passengers.

### Site Selection

The site selection process included a review of many sites in the downtown Springfield area. A Steering Committee, comprised of members of the LTD Board, Springfield City Council, Springfield Chamber of Commerce, Springfield Planning Commission, residents, and local businesses, worked to create criteria to evaluate and narrow the sites. Evaluation criteria included accommodating system growth, safety, service efficiency, comfort, cost, compatibility with surrounding land uses, joint development opportunities, ability to spur additional development, and consistency with the vision for downtown Springfield.



The selected site was approved unanimously by the Springfield City Council and the LTD Board of Directors.

### Station Features

Station features include the following:

- Eight bus bays
- Off-street station with covered waiting areas
- Single platform for convenient transfers
- Open, airy, and well-lit design
- Retail space - 3,200 square feet available
- Environmentally friendly technologies
- Public restrooms
- Park & Ride lot



### Public Art



Mary Beth Llorens, a local artist, was selected to create mosaic artwork that adorns many small and large concrete wall surfaces. The mosaic art, which was recently installed, includes a wide range of visuals, such as a wooded Lane County landscape. Other visuals reflect the cleansing and cooling of rain water as it moves through the landscape garden toward the Mill Race. Colors range from warm to cool. Materials vary, consisting primarily of ceramic tile, cut glass, and Venetian glass tiles.

### Cost

The total cost of the project is estimated at \$6.8 million. Thanks in large part to the efforts of Congressman Peter DeFazio, Senator Gordon Smith, and Senator Ron Wyden, the project will be 80 percent federally funded, with the remaining 20 percent funded by a local match through LTD's capital budget.

### Joint Development

LTD is actively soliciting interest in approximately 3,200 square feet of retail space that has been included as part of the station. The goals for the retail space are to provide services and products that are useful for LTD guests and create a higher level of activity on the station site that adds to the sense of security and safety. It is hoped that the new retail space also will encourage increased development activity in the south part of Springfield's downtown. The ideal tenant(s) would be in the service sector and be open during evening hours.



## SPRINGFIELD STATION SECURITY PLAN

The goal of LTD's plan is to create a safe, secure, and comfortable environment at the station by eliminating inappropriate behavior. The station was designed to discourage crime and illegal behavior by being open and well lit. Additionally, LTD intends to maintain a high level of cleanliness, enhancing the perception of safety and comfort. Often, perceived issues of safety are as important as real safety issues.

1. **Appearance:** A facilities staff person and contracted cleaning personnel will clean the station during business hours, as well as during the hours the station is closed from evening to morning. Having the cleaning staff present during the late night and early morning will help maintain a surveillance of the property.
2. **Bus Operator Training:** Operators are trained in conflict resolution, young rider problems, self-defense, and knowledge of local and state laws and how they pertain to transit operations. Operators also have direct radio communication with dispatch.
3. **Commitment to Prosecute:** LTD is committed to prosecuting illegal activities that occur at the station.
4. **Contracted Security:** The District has budgeted for 60 hours per week of contracted security patrol.
5. **Operations Supervisors:** During hours when no security officers are on duty, patrols will be done by LTD operations supervisors.
6. **Lighting:** LTD has designed a facility that is well lit and attractive, and provides a sense of security and safety.
7. **Location:** The location of the Springfield Station, near the downtown core, provides an opportunity for LTD to work with the City staff and adjacent businesses on plans to revitalize the downtown area.
8. **Municipal Codes/State Statutes:** The District will work with local and state officials to amend any laws that are applicable to maintaining the security of the District's employees, customers, and property.
9. **LTD Ordinance 36:** Lane Transit District has adopted a set of regulations that govern guest behavior within the transit system.
10. **Other Efforts:** In addition to enforcing regulations, LTD has taken a proactive approach to problems by working with local agencies to identify the reasons that some youth loiter at the station, and explore the possibility of finding more appropriate alternative sites for them. For guests with developmental disabilities, LTD is working with care providers to ensure that alternatives to loitering at the bus station exist.
11. **Station Design:** LTD uses CPTED (Crime Prevention through Environmental Design) techniques.
12. **Video Surveillance:** The station will be equipped with video cameras to identify criminal behavior, thereby lessening investigation time and producing a higher number of convictions.

LTD has developed procedures for dealing with specific problems that may occur at the station.