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## LANE TRANSIT DISTRICT SPECIAL BOARD MEETING/WORK SESSION

Monday, January 10, 2005  
5:30 p.m.

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

*No public testimony will be heard at this meeting.*

### A G E N D A

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- |       |                                                                                                                                                                                  |    |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| I.    | CALL TO ORDER                                                                                                                                                                    |    |
| II.   | ROLL CALL                                                                                                                                                                        |    |
|       | Ban _____ Davis _____ Eyster _____ Gant _____                                                                                                                                    |    |
|       | Gaydos _____ Kleger _____ Kortge _____                                                                                                                                           |    |
| III.  | PRELIMINARY REMARKS BY BOARD PRESIDENT                                                                                                                                           |    |
| IV.   | ANNOUNCEMENTS AND ADDITIONS TO AGENDA                                                                                                                                            |    |
| V.    | WELCOME NEW BOARD MEMBERS (5 minutes)                                                                                                                                            |    |
| VI.   | EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations (30 minutes) | 02 |
| VII.  | WORK SESSION                                                                                                                                                                     |    |
|       | A. Communications Training (30 minutes)                                                                                                                                          | 03 |
|       | B. Annual Route Review Preview (20 minutes)                                                                                                                                      | 04 |
|       | C. Progressive Corridor Enhancement (30 minutes)                                                                                                                                 | 05 |
|       | D. Franklin EmX Design Review (15 minutes)                                                                                                                                       | 07 |
| VIII. | 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).**

## AGENDA ITEM SUMMARY

- DATE OF MEETING:** January 10, 2005
- ITEM TITLE:** WORK SESSION: FY 2005-06 ANNUAL ROUTE REVIEW
- PREPARED BY:** Stefano Viggiano, Director of Development Services
- ACTION REQUESTED:** None
- BACKGROUND:** Every year, Lane Transit District conducts an Annual Route Review (ARR), which is a comprehensive evaluation of the fixed-route system. The ARR has the following primary functions:
1. Address operational problems in the system, such as schedule adherence problems or overloads (“operational fixes”).
  2. Consider possible service additions, including requests received from the community for new service.
  3. Identify and address service that does not meet the District’s productivity requirements.
  4. Adjust the overall level of service to meet budget limitations.
- The ARR process is managed by the Service Planning group, and includes opportunities for public involvement. Decisions on ARR service changes are made by the Board. The general schedule for the ARR process is as follows:
- January Preview of key issues presented to the Board
  - February First public hearing on possible service changes
  - March Second public hearing and Board decision on service changes
  - September Service changes implemented
- This work session is intended to provide the Board with an overview of key issues to be addressed by the 2005 ARR. In recent years, budget limitations have played a vital role in directing the ARR process, since a budget shortfall mandated that there be reductions in service. This year, it is expected that there will be no change in the overall service level. This means, however, that any additional service needed to provide operational fixes or to add service to new areas will require a reallocating of existing service.
- PROPOSED MOTION:** None

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 10, 2005

**ITEM TITLE:** COMMUNICATIONS TRAINING

**PREPARED BY:** Andy Vobora, Director of Marketing and Communications

**ACTION REQUESTED:** None

**BACKGROUND:** Communications that involve labor issues surface in many ways. They can involve a casual conversation with someone in the community, contact from an LTD employee, or a media person asking for a comment. Bev Mayhew of the Ulum Group will join staff in reviewing possible situations and educating Board members about how to respond in different situations.

**ATTACHMENT:** None

**PROPOSED MOTION:** None

## Franklin EmX Corridor Design Changes Since Project Approval in May/June 2001

Category	Item	Spring 2001 Design	Final Design	Reason/Comments
Vehicle	Length	40-foot or 60-foot vehicle	60-foot articulated vehicle	Larger vehicle provides space for ridership growth and can better accommodate bicycles
	Appearance	Not determined	Will have a redesigned, sleeker exterior	Vehicle manufacturer New Flyer Company has agreed to exterior modifications
	Propulsion	Not determined	Hybrid-electric propulsion	"Greener" System well tested and available
ITS/Fares	Guidance, Docking	Yes	LTD is pursuing the use of mechanical guidance, while participating on a study of automated guidance.	Guidance system not yet commercially available
	Real-Time Passenger Information	Not anticipated for initial implementation	Project development is underway, though may not be available by the start of the Franklin Corridor	Opportunity arose to develop system as part of a new Automated Vehicle Locator system
	Fare Machines	Included on platforms	Eliminated (service will operate without fare payment). Infrastructure included for future installation.	LTD will test "Free fare corridor" as a 2 yr. demonstration project, while also saving costs for fare machines and ongoing fare collection and enforcement.
Street Geometry	EmX lane widths	10 feet	10.5 feet	The extra half foot of lane width is needed to accommodate manual steering
	Franklin, Agate to Moss	Two EmX lanes on either side of the median	Two EmX lanes on the south side of the median	Lanes on north side had business impact, while additional lane on south side affected only the UO parking lot
	Franklin, Moss to Villard	Two EmX lanes	Single, bi-directional EmX lane	Second lane had impact on historic trees and median area and would provide only marginal operational benefit
	Franklin, Orchard to Walnut	Two EmX lanes	Single, bi-directional EmX lane	Second lane had impact on historic trees and median area and would provide only marginal operational benefit
	Transitway, east of Walnut Station	EmX lanes criss-cross	EmX lanes do not criss-cross	Vehicles with doors on both sides eliminated need for criss-cross. Criss-cross had tree impacts
	Main Street	Two blocks of exclusive/shared lane between Pioneer Parkway East and Mill Streets	EmX travels in mixed traffic	There were operational and safety problems with Main Street lane.
	South A Street	No median separating transit lane from other traffic	Median established between transit lane and other traffic	The median acts as a traffic calming device, which will slow traffic and improve pedestrian safety.
Aesthetics	Undergrounding of utilities	Not included	The aboveground power and communication lines on the north side of Franklin between Onyx and RiverFront Parkway will be relocated underground	The undergrounding is the result of a partnership between the City, EWEB, and LTD
Stations	High Street	Platform south of transit way	Platform north of transit way	Detailed engineering determined that this was a better design
	Glenwood	Median Stations at Motor Pool, Henderson, and Brooklyn	Median station at McVay. Curbside stations at Glenwood and Lexington.	McVay station determined to be a better location than Brooklyn. Change to curbside stations to reduce cost and allow later relocation of station with Glenwood redevelopment.
Traffic Signals	Kincaid and 11th	New traffic signal	No new traffic signal	Dad's Gate design did not require new traffic signal

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 10, 2005

**ITEM TITLE:** EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(d)

**PREPARED BY:** Ken Hamm, General Manager

**ACTION REQUESTED:** That the Board meet in Executive Session pursuant to ORS 192.660(2)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations. Members of the District's negotiating team will be present for this discussion.

**ATTACHMENT:** None

**PROPOSED MOTION:** I move that the Board meet in Executive Session pursuant to ORS 192.660(2)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 10, 2004

**ITEM TITLE:** WORK SESSION: FRANKLIN CORRIDOR DESIGN REVIEW

**PREPARED BY:** Mark Pangborn, Assistant General Manager

**ACTION REQUESTED:** None.

**BACKGROUND:** The Franklin Corridor EmX project was given final approved by the Eugene and Springfield City Councils, the Lane County Commissioners, and the LTD Board in the spring of 2001. At that point, the project moved into final design and eventual construction. As a result of continued design refinements, continued discussions and negotiations with partner agency staff, and budget impacts, the Franklin Corridor project has changed somewhat compared with the project that was approved in 2001.

The perception from many people is that the project has changed radically from what was approved in 2001, and that the changes have had the impact of "diluting" the transit priority and other project features included in the original BRT design. The attached table provides a comparison of the 2001 design compared with the current design, highlighting the changes that have been made to the project.

As you can see from this table, there have been some changes from the original design concept. The changes were driven by a number of factors, the most significant being creating a project "true" to the BRT concept that also met civil engineering design and safety requirements. This project has been a learning process for both the transit and traffic engineers and together they have done an outstanding job. Overall, the project today is consistent with the original BRT design and intent approved in 2001.

**ATTACHMENT:** Table: Franklin Corridor EmX Design Changes

**PROPOSED MOTION:** None

## **FRANKLIN EMX DESIGN REVIEW – JAN.10, 2005**

- **HAS THE EMX DESIGN BEEN COMPROMISED FROM THE INITIAL CONCEPT? Four components:**
  - a. **Vision as articulated by Rob Bennett**
  - b. **Early discussions**
  - c. **Vehicle**
  - d. **Schedule**
  
- 1. **Rob Bennet’s vision – Rob believed that if LTD was going to be competitive with the car, LTD needed a giant leap forward, not incremental. A completely new visionary type of transportation. A vision, was just that, and it allowed people to substitute their own images for that vision. Hence, whatever we developed risked not matching some of those diverse images.**
  
- 2. **Early discussions – Peoples memories are vague. Include concepts from different times in the decision process.**
  - a. **Length: Fred Meyers on W 11<sup>th</sup> to Thurston**
  
- 3. **Vehicle – Rob believed, as did many other people, that the vehicle was critical to the public embracing this new vision. Needed to be different, modern, new, fast, “ZOOM ZOOM”. We brought in the most modern images we could find. What we now have, while a substantial improvement over current designs, is not what some envisioned we would have.**
  
- 4. **Schedule – Has move out. Driven primarily by vehicle. Design has taken longer than anticipated also. When it became apparent that the vehicle would take longer we slowed down the design process. We have been plowing new fields with ODOT and the two cities over BRT. We have established some design standards that may be refined but will not have to be created from scratch.**

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 10, 2005

**ITEM TITLE:** WORK SESSION: PROGRESSIVE CORRIDOR ENHANCEMENT

**PREPARED BY:** Stefano Viggiano, Director of Development Services

**ACTION REQUESTED:** None

**BACKGROUND:** In Spring 2004, the Board directed staff to develop a proposal for incremental development of transit corridors, with the eventual goal to establish a full EmX treatment on some of those corridors. This incremental development approach has been called Progressive Corridor Enhancement (PCE). PCE would not apply to the Franklin EmX Corridor, which is under construction, or the Pioneer Parkway EmX Corridor, which is undergoing environmental review, but could be used on subsequent EmX corridors.

Through subsequent discussions with the Board, a plan has been developed to consider four levels of development for transit corridors. This plan is summarized on the attached document.

The purpose of this work session is to review the current status and funding of PCE and to discuss possible approaches to further implementation of PCE. Direction from the Board will guide the FY 2005-06 staff work plan and Capital Improvements Program.

**ATTACHMENT:** Progressive Corridor Enhancement: Improving Transit on Key Corridors

**PROPOSED MOTION:** None





## Progressive Corridor Enhancement: Improving Transit on Key Corridors

Bus rapid transit (BRT) has been identified in the Regional Transportation Plan as the preferred transit strategy for the Eugene/Springfield area. Lane Transit District has begun implementing EmX (the name selected for the BRT system). The first corridor, Franklin EmX, is under construction and the second corridor, Pioneer Parkway EmX, is in the environmental review process.

The EmX system includes many features such as transit signal priority, wider stop spacing, improved stops and stations, off-board fare collection, level boarding, and exclusive transit right-of-way. All of these features are included in the initial construction of the first two corridors. LTD is considering a progressive implementation of these features for future corridors.

The new progressive corridor enhancement approach would allow faster implementation of transit corridor improvements while the commitment to complete the design on all planned EmX corridors remains unchanged.

LTD has identified the following four levels of EmX corridor improvements. The implementation sequence and schedule are dictated by funding and community support.

Item	Level 1	Level 2	Level 3	Level 4
Transit signal priority	★	★	★	★
Extended stop spacing (4 stops per mile)		★		
Passenger shelters at most stops		★		
Selected queue-jumpers		★		
Extensive queue-jumpers			★	
Exclusive transit ways or transit lanes				★
Wide stop spacing (2 to 3 stops per mile)			★	★
Stations with extensive passenger amenities			★	★
Off-board fare collection			★	★
Level boarding			★	★
Automated guidance and precision docking				★

### Advantages of Progressive Corridor Enhancement

- ❑ Current transit service along corridors would benefit from travel time savings
- ❑ Experience from incremental improvements would help prioritize future investments
- ❑ Community and business partners will experience enhanced transit and advocate for additional enhancements
- ❑ Financial investments can be made incrementally in concurrence with community growth and development
- ❑ Progressive enhancements facilitate movement to the next level of corridor development