

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
SPECIAL MEETING / WORK SESSION

Tuesday, February 18, 1997

Pursuant to notice given to *The Register-Guard* for publication on February 14, 1997, and distributed to persons on the mailing list of the District, a special meeting/work session of the Board of Directors of the Lane Transit District was held on Tuesday, February 18, 1997, at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kirk Bailey, Vice President
Rob Bennett
Patricia Hocken, President, presiding
Dave Kleger, Treasurer
Mary Murphy, Secretary
Roger Saydack
Phyllis Loobey, General Manager
Susan Hekimoglu, Recording Secretary

Absent: (Subdistrict 1 Vacancy)

CALL TO ORDER: The work session was called to order at 5:35 p.m. by Board President Pat Hocken.

EXECUTIVE SESSION ON LABOR NEGOTIATIONS: Mr. Kleger moved and Mr. Bailey seconded that the Board move into Executive Session pursuant to ORS 192.660(1)(d), to consult with counsel concerning the rights and duties of a public body with regard to current litigation or litigation likely to be filed. The motion carried by unanimous vote. District Council Joe Richards and Human Resources Manager Ed Rutledge of the District's negotiating team were present for this discussion with the Board which began at 5:37 p.m.

RETURN TO REGULAR SESSION: The Board returned to regular session at 6:20 p.m.

WORK SESSION ON BRT PILOT CORRIDOR ALIGNMENT: Planning and Development Manager Stefano Viggiano and Graham Carey of JRH Engineering presented the entire proposed pilot corridor in six sectional maps that detailed various options for BRT from 58th and Main in Springfield to West 11th and Bertelson in Eugene. Options included the amount of exclusive right-of-way, signal prioritization, and other variables that would be used to accomplish BRT.

Mr. Viggiano discussed the process for selecting the preferred corridor alignment. He stated that his presentation was the first step of a several-month process. Staff thought that the next step would be for the Board to actually tour the entire corridor to view the options that were presented at this meeting, with further discussions to be held at subsequent meetings. It was expected that a preferred alignment would be identified during the next few months, and that a

community outreach effort, with emphasis on residents and businesses located along the corridor, would follow.

Mr. Bennett asked if a decision would be made in time for its inclusion in the draft TransPlan update. Mr. Viggiano replied that the draft TransPlan update was due to be completed in June. It would then be reviewed for approval during a six- to eight-month process. He did not think that the draft TransPlan would contain the level of detail for the pilot BRT corridor, but it would contain a basic map, and it would address the specifics of BRT, such as exclusive right-of-way and signal prioritization. Mr. Viggiano further explained that staff had a goal of exclusive right-of-way, but in the short-term there were limitations on that, such as funding. What he presented at this meeting was what might be considered an initial phase of BRT. There were some options that had exclusive right-of-way in parts of the corridor, but not in the majority of the corridor.

Mr. Viggiano thought that what staff were presenting as initial phase options could be added to, and that this was a good first step toward the eventual development of the full BRT system with exclusive right-of-way. He did not think that staff were precluding any future options in what they were proposing in the initial pilot corridor.

Mr. Bennett stated that his concern was that the initial phase be designed so that eventual 100 percent exclusive right-of-way could be obtained. He also was concerned about the risk involved in terms of making a meaningful change in how people do business by implementing only 20 percent exclusive right-of-way. The risk would be that ridership would not increase significantly enough to show how BRT could work and, therefore, could result in not gaining the necessary funding to complete the project.

Mr. Viggiano stated that staff currently did not have calculations on what impact the pilot corridor would have on travel time. He thought it was a key variable, and it would be developed as the options for the corridor were refined. However, with the options that were presented at this meeting, including the 20 percent exclusive right-of-way, Mr. Viggiano thought there would be a significant impact on travel time.

Mr. Carey presented the first segment of the pilot BRT corridor option from Central Springfield to the East Springfield Park & Ride at 58th and Main. This corridor used a combination of mixing with existing traffic using traffic signal prioritization and exclusive right-of-way on Main Street between 10th and 19th Streets. From 10th Street into the central business district (CBD), the route would revert back to mixing with existing traffic with traffic signal prioritization. He stated that staff would be looking at a new location for the Springfield Station that would place it along the proposed BRT corridor.

Ms. Hocken asked what the possibilities were to acquire 100 percent exclusive right-of-way east of 20th and on South A. Mr. Carey replied that there were curb opportunities from 20th Street to 58th Street, and the largest possibility would be the central left turn lane.

Mr. Saydack asked who gave the authority for LTD to acquire the center turn lane, and could it be taken away in the future. Mr. Carey replied that Main Street was State Highway 126, and he was not sure what kind of agreement would be made between the state and LTD.

Mr. Saydack also asked how staff had made the determination of why some sections would have exclusive rights-of-way and not others. Mr. Carey replied that staff had looked at the portions of the route where exclusive right-of-way would be the easiest and least expensive. The 19th to 10th Street exclusive right-of-way was chosen because it is an area where traffic begins to become more congested coming into the central business district. Mr. Bailey asked about the logistics of entering and exiting the exclusive right-of-way lanes. Mr. Carey replied that exiting the exclusive right-of-way would be accomplished with traffic signal prioritization where a queue jumper or advanced green light would allow the bus to enter traffic ahead of all other traffic at the signal.

Ms. Hocken asked staff to prepare a drawing or mapping for the Board's review of what the BRT would look like in 20 years as well as what could be acquired with the initial funding.

Mr. Carey noted that exclusive rights-of-way were not yet warranted on South A due to a relatively light amount of traffic; however, there were many opportunities for exclusive right-of-way all along South A. Mr. Bennett asked about peak-time travel, if there would be problems with travel time during those peak hours, and whether the travel times would be affected when the buses were pulling in and out of traffic. Mr. Carey replied that at this time, South A was not experiencing overly heavy traffic flows even during peak time. Mr. Viggiano added that the number of stops would be reduced in the BRT plan. The approach to BRT on South A would be to have the buses pull to the left or north side of the street because very little activity occurred on the south side of South A, and using the traffic light prioritization to get buses back into traffic would address those problems.

Ms. Murphy added that with the parking lane on the western portion of South A and the three lanes available on the eastern portion of South A, she wanted staff to consider taking the right-hand lane for exclusive right-of-way. She added that the Springfield City staff administrators whom she had met with were very favorable of the BRT concept.

Mr. Saydack was concerned that staff needed to pay more attention to future traffic projections rather than current traffic statistics because while the area, particularly east Springfield, was growing, there were no more roads being built to accommodate the additional traffic that would occur. He wondered if there were other alternatives to be explored such as exclusive bus lanes just during the peak hours.

Mr. Bennett agreed, but he thought LTD should have one plan showing the final BRT product, even though it would be implemented over a certain number of years. He thought one plan that showed the end result would have the best chance of success. Ms. Hocken agreed, but thought that the plan should include an implementation strategy. She cautioned that whatever ended up in the TransPlan not be so specific that there would be no flexibility.

Mr. Saydack also agreed, and pointed out that in order to successfully sell BRT to the community, LTD had to address the problems that the community faced with traffic congestion in the future and how LTD would be addressing those problems.

Mr. Bennett asked about the buses that would be used in the first phase of the BRT plan. Ms. Hocken stated that the \$10 million included funding for 9 new low-floor buses. Mr. Bennett thought that BRT had to look different and be called something different. He asked the

marketing staff to come up with something that the Board could use when conducting their walkabout visits in the community. Ms. Loobey replied that staff already were working on the design of the buses and the name for the system. Mr. Saydack also thought that it would be helpful if staff could include data for existing travel time, first phase travel time, and the ultimate travel time.

Mr. Carey continued with the second segment, which showed the industrial segment of Franklin through Glenwood and included Franklin from the I-5 underpass to Franklin and 11th. This segment was being considered a median system where the buses would operate in a single lane in a 33-foot median that currently was in that area. Staff presented a second option on this section that would involve transit priority at selected intersections.

Ms. Hocken asked who owned Franklin Blvd. Mr. Carey replied that it was considered part of Highway 99 and fell under ODOT control.

Mr. Bennett asked if staff had considered turning the BRT off Franklin onto Agate and onto 13th through the University campus to 13th and Kincaid. Mr. Viggiano replied that staff had met with University staff about using that portion of 13th that runs through the campus, and had not received a favorable response. One of the problems about traveling through the University was the large number of pedestrians and bicycles. Buses would travel at a considerably lower rate of speed.

Mr. Bailey asked if staff had researched routing the bus through the Riverfront Research Park. Mr. Viggiano thought it would slow down the system because the bus would still travel through the Agate and Franklin intersection. Also, there would be railroad tracks to cross, which could mean that the bus would be held up by trains traveling through that area.

The third segment covered East 11th to the Eugene Station at 11th and Olive. Staff looked at several options for this segment, including routing buses onto Broadway, traveling on 11th, and using 12th Avenue to Mill Street. The fourth segment covered the area from the Eugene Station to Garfield. Staff considered using 11th Avenue, 11th and 13th Avenues, as well as 10th and 12th Avenues. It was determined that 11th provided the more direct route. Staff presented a contra-flow system on 11th, where buses would travel with the flow of traffic in a westerly direction and also travel in an easterly (contra-flow) direction in an exclusive right-of-way.

Ms. Hocken asked if there was anything LTD could do to improve parking for residents who live along a street where parking was being removed from one side of that street. Mr. Viggiano replied that a parking program could be designed much like what is currently in the University area, where residents were allowed to park, but others were discouraged from parking. Mr. Bailey asked if the fairgrounds could provide parking. Mr. Viggiano replied that he thought the fairgrounds staff were supportive of the BRT concept and staff would research that option.

Mr. Saydack asked where the stops would be placed along 11th and 13th Avenues. Mr. Viggiano replied that light-rail systems tended to space stops farther apart as they traveled away from the downtown core area and relied heavily upon the park and ride system and feeder buses. However, in the downtown core areas, stops became more closely spaced, but were still at least two blocks apart.

The last section that Mr. Carey presented was West 18th and West 11th to Bertelsen. Staff were considering both thoroughfares. The exclusive right-of-way issue likely would be more limited on the West 18th corridor, but it could be an opportunity to improve 18th. Mr. Viggiano thought that with the current condition of West 18th and the amount of traffic on that corridor, it would be very problematic to consider exclusive right-of-way and/or signal preemptions.

Mr. Viggiano mentioned another option was to stop the BRT corridor at Garfield, where the buses would return to regular bus movement.

Mr. Saydack asked what types of trips people would utilize the BRT for. Mr. Viggiano replied that the traditional market was to carry people to the city center. The central area for Eugene included the core downtown area as well as the Sacred Heart and UO area. BRT would give LTD the opportunity to serve markets outside of downtown. The core downtown and UO areas already were served very well, and BRT would enable people to get there even faster. The ultimate 20-year BRT system included a circumferential route with feeders that was intended to serve cross-town connections. It provided better service to people who did not work or shop downtown. Not only would BRT expand the market in terms of people who would be attracted because it saves time to get to a congested area, but also to people for whom the system currently did not work very well.

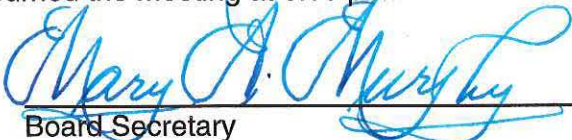
Mr. Saydack stated that because of the way the proposed pilot corridor was presented in sections at this meeting, he had a hard time visualizing the entire BRT pilot corridor. He thought it would be more beneficial for him if he could see the entire pilot corridor with all the proposed options for running the BRT system. Mr. Saydack also asked about the time line for the proposed corridor. Mr. Viggiano replied that it would take four to five years to implement the entire pilot corridor, and 20 years for the entire system.

Mr. Bennett restated his concern that it was vital to have the strongest competitive position, and he thought that BRT would not be well received by the community if it were begun in sections rather than having all the sections in place prior to start of the BRT line.

Mr. Bailey wondered if it would be prudent and valuable for the Board to meet with the Tri-Met Board to discuss their light-rail experiences and how they gained community support. It was thought that it would be difficult to arrange a meeting of that scope, but that it was possible to have a light-rail expert from Tri-Met and possibly one or two Board members meet with the LTD Board.

A tour of the proposed corridor would be scheduled in the near future. At the Board's request, staff would prepare a map of the ultimate BRT system that would highlight the proposed corridor and the travel options. More data would be gathered on travel times for the Board's consideration.

There being no further business, Ms. Hocken adjourned the meeting at 8:00 p.m.


Board Secretary