

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

Monday, March 17, 1997

Pursuant to notice given to *The Register-Guard* for publication on March 13, 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 Monday, March 17, 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. Mr. Saydack was not yet present at the meeting.

WORK SESSION ON BUS RAPID TRANSIT: Ms. Hocken distributed a sign-up sheet for east and west corridor tours that were scheduled in April. She asked the Board members to sign up for one east tour and one west tour.

Pilot Corridor: Planning and Development Manager Stefano Viggiano stated that at the prior work session on BRT where staff presented ideas for Phase I improvements, the Board had asked for both the ultimate concept for the entire corridor in comparison to the Phase I improvements and for the projected improvements in travel time that BRT would create.

Graham Carey of JRH Engineering was present to further discuss the pilot corridor with the Board. He directed the Board's attention to a map of the entire corridor. He pointed out that on the larger map, the stops were shown as being spaced approximately 1/2 to 3/4 mile apart. He distributed sectional renderings for Board review.

Mr. Carey first displayed the plans for the section of the corridor from 58th and Main to 20th and Main in Springfield. A median system was planned for this part of the corridor, where buses would travel in both directions in the center median strip. Bus stops would be located at some of the intersections. With this improvement to Main Street, bike paths could be added at either side of the street. Mr. Kleger thought that this type of median system easily could be converted to rail in the future. Mr. Bennett asked who paid for the extra 12 feet of right-of-way needed to add bike lanes. He did not think that LTD should pay for that extra right-of-way. Mr. Viggiano thought that a partnership might be worked out with the State to include the bike

lanes in the road improvements. Mr. Bennett also stated his concern for having automobiles turning across the BRT lanes.

Mr. Carey continued by pointing out that the South A Street section from 20th to 10th Streets would operate on a north curbside right-of-way where there was more commercial activity.

Mr. Saydack arrived at this point of the meeting.

From 10th to Mill Streets, there would be some parking removal, and the BRT would mix with traffic in this area of downtown Springfield. From the Willamette Bridge to the I-5 underpass on Franklin, the BRT would revert back to the median system. From I-5 to the East 11th cutoff on Franklin, an additional 20 to 25 feet would be needed to operate the median system.

On East 11th to Mill Street in Eugene, the BRT would operate in a contra-flow manner for a four- to five-block section, where buses traveling eastbound would operate against traffic on the south side of East 11th Avenue to Franklin from the point they entered off 10th and Mill Streets. Westbound buses would travel with the flow of traffic on the northern side of East 11th as far as Mill Street, then would mix in with traffic into downtown Eugene. Mr. Viggiano added that it would be difficult to obtain exclusive right-of-way on 11th Avenue in the downtown area.

Beyond the Eugene Station, to Garfield, staff were recommending that BRT operate on both West 11th and West 13th Avenues, traveling with the flow of traffic, using existing right-of-way. There would be some parking removal in this area on both 11th and 13th Avenues.

From Garfield to Bertelsen, Mr. Carey said, staff were still considering the use of West 11th and/or 18th Avenues or a combination of both. One option staff were considering for West 11th Avenue was to operate BRT in both directions in the center median lane with islands on either side. This would require a substantial purchase of right-of-way. Ms. Hocken asked about the area of Garfield Street between West 11th and West 13th Avenues. Mr. Carey replied that staff had not put a lot of effort into that end of the corridor. Mr. Bennett asked if the same configuration would be used on West 18th as was being looked at for West 11th. Mr. Carey replied that there was not the flexibility on West 18th, so other options would be considered.

Potential Travel Time Comparisons: Mr. Viggiano distributed a table comparison of existing travel times of both automobiles and buses along the entire corridor. The table also compared the travel times that were projected in the years 2000 and 2015, without BRT, with the Phase I improvements of BRT, and with the 100 percent right-of-way, ultimate BRT. The ultimate BRT plan for the year 2015 projected that BRT travel time from one end of the corridor to the other was faster than the travel time of automobiles. Mr. Viggiano explained that the modeling had been quite realistic and that planned road improvements had been assumed, and that 20 seconds per stop also were factored in. He noted that while BRT travel times would remain constant into the future, the travel time for automobiles would continue to increase.

Mr. Bennett asked what types of trips would access BRT with so few stops. Mr. Viggiano explained that the stops would be strategically placed near Park & Ride facilities, that the

neighborhood feeder-loop routes would connect with the BRT stations, and that it was expected that people would walk and bike to the BRT as well. The major market for BRT most likely would be during peak-time travel. The possibility existed to have buses that would serve the area between BRT stops along the corridor. Mr. Viggiano added that the Park & Ride lots would include bicycle parking.

Mr. Bennett asked if it was correct to assume that people would use BRT mostly for work in the downtown area. Mr. Viggiano replied that was correct, but that BRT also would serve other prime locations, such as the UO and Sacred Heart. Mr. Bennett was concerned that BRT would make traveling by bus easier only for existing riders and may not attract new riders.

Ms. Hocken asked how much it would cost the District to go from the Phase I improvements to 100 percent exclusive right-of-way. Mr. Viggiano replied that for 10 feet of exclusive right-of-way along the entire corridor, the estimated cost would be \$50 million to \$65 million. He noted that while BRT travel times would remain constant, the travel time for automobiles would continue to increase.

Community Outreach: Ms. Loobey explained that the staff and the Board Community Outreach Committee had discussed the BRT community outreach campaign and determined that the time was right to move the campaign to a broader level of community understanding. In order to facilitate that understanding, staff were proposing that LTD begin development of a community information project about BRT. It was proposed that this project would commence as soon as possible, but take place primarily in the next fiscal year. The project would consist of an integrated program of community meetings; presentations to neighborhood groups, opinion leaders, and interested groups; and information dissemination in the media.

Ms. Loobey explained that this project had not been budgeted in the current fiscal year. Staff were requesting that the Board approve a reallocation of funds from the General Fund contingency. She explained that that staff were asking for a \$20,000 allocation to be used for the development of BRT graphics materials to be used in all future presentations.

After providing an extensive sampling of projects that staff were currently working on, Ms. Loobey stated that an additional \$11,000 also was being requested to retain an additional person for the remainder of the current fiscal year to assist with the details of implementation of this project. Ms. Loobey explained that staff were concerned about the timing, preparation, and management of the project. Currently, staff were working at capacity. The added responsibility of the Oregon legislative session had removed any flexibility in the District's staffing to manage this project. This position also would assist the general manager and public affairs manager with a multitude of other matters that had been added to LTD's immediate agenda.

Mr. Bennett stated that he was supportive of this reallocation of funds, and he said that the campaign had been well presented at the Community Outreach Committee meeting on Tuesday, March 11. He added a general comment about budgeting for projects such as this. It had been his experience that it was important in project planning to write down what it would take to meet objectives and what the sequence of events was expected to be. He thought it was important to set benchmarks in projects where formal reviews would take place to determine if the project was on target.

MOTION

Ms. Hocken called for a motion. Mr. Kleger moved that it be resolved that the LTD Board of Directors approve the allocation of \$31,000 from the LTD General Fund contingency to support the early implementation of a community information program about BRT. Mr. Bailey seconded the motion.

Mr. Bailey stated that as Chair of the Community Outreach Committee, he supported the campaign as presented. It was determined that the Community Outreach Committee would monitor the BRT outreach process.

Ms. Loobey recommended that a Performance Evaluation and Review Technique (PERT) chart be created that would show the activities in the outreach process, where the benchmarks would be placed, and also what plans would be made if the benchmarks were not met.

Mr. Saydack added that he viewed the campaign as part of an effort to let the community know what LTD's mission was. He was very supportive of the campaign.

VOTE

There being no further discussion, Ms. Hocken called for a vote on the motion. Ms. Loobey called the vote, and the motion passed unanimously, 6 to 0, with Bailey, Bennett, Hocken, Kleger, Murphy, and Saydack voting in favor and non opposed.

EXECUTIVE SESSION ON LABOR NEGOTIATIONS: Mr. Saydack moved and Mr. Bailey seconded that the Board move into Executive Session pursuant to ORS 192.660(1)(d), to conduct deliberations with persons designated by the governing body to carry on labor negotiations. The motion carried by unanimous vote. Human Resources Manager Ed Rutledge of the District's negotiating team was present for this discussion with the Board which began at 6:48 p.m.

RETURN TO REGULAR SESSION AND ADJOURNMENT: The Board returned to regular session at 8:06 p.m., and there being no further business, Ms. Hocken adjourned the meeting.



Mary A. Murphy
Board Secretary

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