

MINUTES

BUS RAPID TRANSIT STEERING COMMITTEE

September 3, 2002

Pursuant to notice given to *The Register-Guard* for publication, a meeting of the Lane Transit District Board of Directors Bus Rapid Transit Steering Committee was held at 5:30 p.m. on September 3, 2002, at Lane Transit District, 3500 East 17th Avenue, Eugene.

PRESENT: Pat Hocken, Chair, Lane Transit District Board Member
Bob Pirrie, Oregon Department of Transportation
Gerry Gaydos, LTD Board Member
Dave Jewett, At-Large
Charlie Magee, At-Large
Hillary Wylie, LTD Board Member
Scott Meisner, Eugene City Councilor

ABSENT: Dan Egan, At-Large
Tammy Fitch, Springfield City Councilor
Peter Sorenson, Lane County Commissioner

I. CALL TO ORDER

Ms. Hocken called the meeting to order.

II. ROLL CALL

The roll was called. All members were present with the exception of Mr. Egan, Ms. Fitch, Mr. Fuller and Mr. Sorenson. Also present were Ken Hamm, Dan Tutt, Stefano Viggiano, Sue Aufort, Mark Pangborn, Graham Carey (Lane Transit District); Chris Henry, Allen Lowe (City of Eugene); Gary McKenney (City of Springfield), Tom Stinchfield (Lane County); Philip Farrington (PeaceHealth); David Sohm (Coburg Road Stakeholder Committee); Mike Reid (R & S Supply).

III. CHAIR'S COMMENTS

Ms. Hocken noted that the first meeting of the Art Selection Committee would be September 25, 2002, with a preliminary review of art submissions. Finalists will be asked to put together a more detailed plan, and by November 13, the art selections are anticipated to be completed for the pilot corridor.

IV. APPROVAL OF MINUTES FROM MAY 21, 2002

The following corrections were noted:

- Mr. Gaydos is listed twice in the attendance and his first name is "Gerry" not "Gary."

- On Page 5, Item IX., last sentence, the word “reception” should be corrected to be “be receptive.”

Mr. Meisner moved, with a second from Mr. Gaydos, to approve the Minutes of July 2, 2002, as corrected. The motion passed unanimously, 6:0.

V. BRT PHASE 1 UPDATE (INFORMATION)

Mr. Pangborn reviewed the Phase 1 update. The design is broken into two phases, the first being the area within the City of Eugene. The City of Eugene is currently reviewing the 60 percent design at this time. The 95 percent designs should be completed by month's end for submission for permits shortly thereafter. He commented that this was considered a privately engineered public improvement project, known as PEPI. Mr. Pangborn reviewed large schematic drawings, highlighting the proposed route along 10th Avenue and Willamette Street to 11th Avenue and Mill Street.

Mr. Pirrie asked if there was a mixed-use travel lane. Mr. Pangborn said that in most cases there were dedicated lanes. He also spoke about right-of-way and the design for curbs.

Mr. Magee arrived at 5:50 p.m.

Ms. Wylie asked how the bus lanes might be designated. Mr. Pangborn said that they would be highlighted by painting or by installing red asphalt to make the lanes very obvious as bus lanes. In addition, the state will require a four-inch yellow line to delineate the bus lanes. LTD also would like to install a “rumble strip.” He noted that there would be no curbs in the Eugene segment to divide the vehicle travel lanes.

Mr. Meisner asked if anticipated traffic projections have been changed with the building of the four-story office building at 10th Avenue and High Street. Mr. Pangborn said that the traffic is anticipated to increase. Although more congestion is anticipated, no additional design accommodations have been made.

Mr. Pangborn continued the review of the proposed route, highlighting designs along Franklin Boulevard from 11th Avenue to Agate Street, continuing to Walnut Street. Although design renderings were not available from Walnut Street further east, Mr. Pangborn reviewed the projected stations for this segment. He announced that Wildish has been hired to manage construction. Mr. Pangborn also noted there were other municipal projects that would be coordinated with the phasing of BRT construction. A request for proposal (RFP) has been completed for the vehicle purchase and awarded to Phileas, the only firm that responded to the proposed request.

Mr. Meisner said that the Steering Committee had recommended a station design at the last meeting and asked if the Board had adopted it. Ms. Hocken said that the LTD Board had adopted it.

Ms. Hocken asked for clarification of bicycle accommodations along Franklin Boulevard from Agate moving west. Mr. Pangborn demonstrated the movement using the large wall maps.

VI. PEACEHEALTH'S RIVER BEND CAMPUS (INFORMATION)

Phillip Farrington, Director for Land Use Planning, PeaceHealth, provided an overview of the proposed River Bend Campus for PeaceHealth. Mr. Farrington reviewed a PowerPoint presentation, which highlighted the following:

Hilyard Campus

- Primarily outpatient services
- General medical beds
- 24-hour comprehensive urgent care
- PeaceHealth Medical Group

River Bend Campus

- Acute care
- Full Trauma Center
- Healthcare institutes
- Specialists offices
- Mixed uses
- Approximately 2,200 employees at opening

Design Basis

- Healing and wellness environment
- Patient and family-centered
- Stewardship
- Flexibility
- High-quality design

Master Plan Assumptions

- 800,000 sq. ft. hospital, 200,000 sq. ft. institutions
- Approximately 500 beds; 2,200 employees
- About half of parking in structures
- BRT station proximate to hospital entry
- 800 residential units for future development
- Medical Office buildings (MOBs)/general office/supporting retail
- Core nodal area to north

Mr. Farrington also highlighted the financial commitment of \$3 million to the extension of Pioneer Parkway and the addition of three anticipated signalized intersections. He used two large wall maps to demonstrate the first anticipated road alignment of the extension and the initial master plan draft, which creates additional connections to bring BRT closer to the hospital entrance. In addition, he reviewed the proposed cross-section of BRT lanes.

Ms. Wylie expressed her appreciation for the efforts to bring BRT to the hospital's door. Mr. Farrington said that PeaceHealth would like to have BRT on the same side as the hospital, but also wanted to preserve the green-space and natural resources of the surrounding area.

In response to Mr. Magee's request for clarification of the proposed route, Mr. Farrington said that the alignment demonstrated one of several options that have been and will continue to be

discussed. Exploration will continue, including discussions with Arlie and Company, which owns adjacent property to the north. He noted that opening was designed for 2007.

Ms. Hocken asked for comments from LTD staff regarding the proposal to move off Pioneer Parkway. Mr. Carey said that although initial designs had envisioned running BRT only along Pioneer Parkway. However, with PeaceHealth's willingness to accommodate BRT and bring service to where people need transit the deviation into the River Bend development is preferred. He said that the revised proposal anticipated increasing ridership and use of BRT, including future connections to Coburg Road.

Mr. Meisner asked if the proposal was too much for any system or one vehicle. Mr. Carey said that he believed that the routes would come together, but added that the initial work was to provide pathways for transportation. He added that initial discussions have been held with Arlie and Company regarding their property and the potential for BRT through property to the north. Mr. Farrington said there needs to be multiple access points to the campus, which includes multiple modes of transportation. He said that feeder buses might also be used, similar to those currently used from the Lane County Fairgrounds to the Hilyard campus.

Mr. Jewett asked if exclusive bus lanes were possible, given that the streets were not yet designed or in place. Mr. Farrington said that was correct.

VII. VEHICLE UPDATE (INFORMATION)

Provided previously, it was noted that an RFP has been completed for the vehicle purchase and awarded to Phileas, the only submittal.

IX. PIONEER PARKWAY CORRIDOR UPDATE (DISCUSSION)

Mr. Carey reported that on September 12, 2002, there would be the third stakeholder meeting. At that meeting, the group will be asked to recommend an alignment to the Steering Committee. He used large wall drawings to demonstrate several of the five alignments that will be proposed.

Ms. Hocken asked if each alternative included two exclusive bus lanes. Mr. Carey said that this was one goal in the southern section of the Pioneer Parkway system, noting that there was limited right-of-way in a constrained area, specifically in the northern section.

Mr. Pirrie asked for more detail on the "rails to trails" and the southern element of Pioneer Parkway, from Q Street to Main Street. Mr. Carey reported that the section from F Street to A Street includes a number of alternatives, which he delineated for members. Mr. Viggiano noted that the bikeway was not put in with "rails to trails" funds, but was installed with federal "enhancement" funds. Federal funds to relocate the bikeway could not be used.

Mr. Carey also spoke about an open house proposed for the section from Gateway Boulevard to Harlow Road. This will be a difficult section of routing.

Ms. Hocken asked for further discussions how the sections would fit together. Mr. Viggiano said that there have been initial discussions and that initially, there was consideration for treating them as two separate routes, with 20-minute frequency, which would provide some areas with 10-minute intervals for areas in common.

Mr. Meisner said that the Gateway corridor was already an area of concern and expressed concern with double routes in this area. He expressed interest in further discussions. Mr. Viggiano suggested that this discussion might be best facilitated in December or January, after the Coburg Road stakeholders meet.

X. COBURG ROAD CORRIDOR (INFORMATION)

Mr. Carey reported that a two-step process was being initiated: 1) a master plan development and 2) a separate process for route recommendations. He distributed a list of Stakeholder Committee membership and an outline of the planning process, including meeting agendas for each of seven meetings.

XI. OTHER BUSINESS

Mr. Hamm reported that LTD moved a small step closer with the inclusion of a \$6 million appropriation drafted by Senator Gordon Smith, for the Springfield Station.

Mr. Pirrie reported that the Delta Highway to I-105 project is progressing, and the closure provided no major impact to the community and that there had been no accidents. He expressed his appreciation for the cooperation with LTD.

XII. NEXT MEETING

The next meeting was tentatively scheduled for October 1, 2002.

XIII. ADJOURNMENT

Ms. Hocken adjourned the meeting at 6:55 p.m.

(Recorded by Kris Aanderud)

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