



Public notice was given to
The Register-Guard for publication
on Sunday, March 1, 2009.

**LANE TRANSIT DISTRICT
EmX STEERING COMMITTEE MEETING
Tuesday, March 3, 2009
5:30 p.m. to 7:00 p.m.**

**Lane Transit District Board Room
3500 East 17th Avenue, Eugene, Oregon
(Off Glenwood Blvd.)**

AGENDA

I. CALL TO ORDER

II. ROLL CALL

- | | | | |
|---|-------------------------------------|--------------------------------|---------------------------------|
| <input type="checkbox"/> Gaydos (Chair) | <input type="checkbox"/> Chickering | <input type="checkbox"/> Egan | <input type="checkbox"/> Evans |
| <input type="checkbox"/> Fitch | <input type="checkbox"/> Gordon | <input type="checkbox"/> Handy | <input type="checkbox"/> Jewett |
| <input type="checkbox"/> Poling | <input type="checkbox"/> Towery | <input type="checkbox"/> Wylie | |

III. CHAIR'S COMMENTS

IV. MINUTES (ACTION)

Minutes from the March 4 and August 5, 2008, meetings are attached for the committee's review and approval.

V. PUBLIC COMMENT

This agenda item is intended to provide an opportunity for members of the public to raise issues related to the EmX project.

VI. FRANKLIN EmX UPDATE (INFORMATION)

One of the components of the EmX system that was not introduced at the start of the system was fare collection. At that time there was not a cost-effective ticket vending machine (TVM) available. Since that time, staff have identified an appropriate TVM that will be installed on all the EmX platforms this summer.

The heavy axle loads of the EmX vehicle has caused deterioration of the transition areas between the asphalt and concrete road surfaces. Last summer some of the deteriorated areas were replaced; this summer the remainder of the damaged sections will be rebuilt.

At the meeting staff will preview the TVM features with the committee and discuss the location of the pavement work to be completed this summer.

VII. GATEWAY EmX EXTENSION STATUS (INFORMATION)

Since the committee last met, the design for the Gateway EmX Extension Project (formerly named Pioneer Parkway EmX) has been completed, the International Way section of the corridor project has gone out to bid, and the CMGC contractor for the Pioneer Parkway section has been selected. A final budget for the project has been set and a Project Construction Grant Agreement (PCGA) has been negotiated with the FTA. At the meeting staff will provide additional detail on the budget, design changes, and construction schedule.

VIII. WEST EUGENE EmX EXTENSION STATUS (INFORMATION)

The West Eugene EmX Extension Project (WEEE) is in the Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) phase of the project. The range of alternatives and the design options to be considered in the DEIS need to be "frozen" in order to conduct analysis and travel demand modeling based on forecasted land uses and demographics. To prepare for freezing the designs, staff conducted Community Design Workshops (CDWs) for each alternative.

Staff are working closely with the City of Eugene and ODOT to finalize designs. Staff also are working to finalize the Travel Demand Forecasting (TDF) model, which allows for the comparison of the alternatives in terms of user benefit (potential ridership, travel time, and benefit/cost per rider), project cost, and environmental impacts documented in the DEIS.

IX. COMMUNITY PLANNING WORKSHOP- EmX EVALUATION (INFORMATION)

Graduate students from the University of Oregon Master of Community and Regional Planning Program are working to evaluate the learning experiences of the implementation of EmX in Eugene-Springfield. The students would like an opportunity to meet with members of the EmX Steering Committee as part of their information-gathering effort.

Funded with an educational grant through the Oregon Transportation Research and Education Consortium (OTREC), this project consists of three major objectives:

1. Create a case study of LTD's decision-making process for the implementation of the EmX line.
2. Write an evaluation document that analyzes the framework of LTD's decision-making process and evaluation in comparison with the required FTA process and what the public wants to see as a decision-making process.
3. Design a presentation, a report and a website to inform the public and decision makers about LTD's bus rapid transit implementation process and evaluation results.

X. OTHER BUSINESS

This agenda item is intended to provide an opportunity for the EmX Steering Committee members and LTD staff to raise issues not on the agenda, or to share information related to the EmX project.

XI. NEXT MEETING

The next regular meeting is scheduled for Tuesday, June 2, 2009, at 5:30 p.m.

XII. ADJOURNMENT

Alternative formats of printed material (Braille, cassette tapes, or large print) are available upon request. 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 687-5555 (voice) or 1-800-735-2900 (TTY-Oregon Relay).

MINUTES

Lane Transit District EmX Steering Committee

Pursuant to notice given to *The Register Guard* for publication on February 28, 2008, a meeting of the Lane Transit District EmX Steering Committee was held at 5:30 p.m. on Tuesday, March 4, 2008, at the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene, Oregon.

PRESENT: Debbie Davis, Lane Transit District Board Member
Tammy Fitch, At Large
Steve Gordon, At Large
George Poling, Eugene City Councilor
Dave Jewett, At Large
Sonny Chickering, Oregon Department of Transportation
Bobby Green, Lane County Commissioner

ABSENT: Gerry Gaydos, Lane Transit District Board Member (Chair)
Greg Evans, Lane Transit District Board Member
Dan Egan, At Large
Hillary Wylie, Springfield City Councilor

I. CALL TO ORDER

Ms. Davis called the meeting of the EmX (BRT) Steering Committee to order.

II. ROLL CALL

Ms. Davis called the roll.

III. CHAIR'S COMMENTS

The chair had no comments.

IV. MINUTES

Mr. Poling moved to approve the minutes of the December 4, 2007, meeting as submitted. Ms. Fitch provided the second. The motion passed by unanimous vote.

V. PUBLIC COMMENT

There was no one wishing to speak.

VI. PIONEER PARKWAY EmX STATUS

LTD's BRT Project Engineer Graham Carey stated that the City of Springfield had completed its review of the 30-percent design plans and he was pleased at the level of cooperation among staff, including the Oregon Department of Transportation (ODOT). He said the plans would be submitted to the City Council to reaffirm the direction of the project and keep the council engaged. He listed several issues that were being discussed with the council, including safety issues related to crossing

the bicycle facility/multi-use path. He used a sketch to illustrate the proposal for a crossing and the mechanisms to alert users to the proximity of transit vehicles without changing the feel of the bicycle facility.

Ms. Fitch asked if lighting in the ground had been considered. Mr. Carey said in-pavement lighting was being discussed as the location was well-suited to that strategy. He said the District was also concerned with safety, but would also rely on its professional drivers who were experienced in dealing with hazards.

Mr. Poling asked how Americans with Disabilities Act (ADA) issues were being addressed. He liked Ms. Fitch's suggestion for lighting.

Mr. Gordon said the in-pavement warning lights could include a tone for the visually impaired.

Mr. Carey said the District was working with City staff on safety issues related to positioning stations on Harlow and Gateway streets. He said property owners on International Way had raised concerns that moving bicycle lanes to a multi-use path on either side would use roadway that might be needed in the future. He noted that the roadway belongs to the City, which could reallocate the roadway space in the future if necessary. He distributed flyers inviting property owners to meet with staff to discuss concerns. He said there was also some concern about driveway access by large trucks and LTD was working with ODOT on access management. He said the next meeting with the City Council was scheduled for April 14, 2008.

Mr. Chickering alerted the Committee to a new ODOT policy related to ADA ramps that could have substantial financial impact on projects. Mr. Carey commented that it might be necessary to purchase small pieces of property on street corners to comply with that requirement.

Mr. Gordon commented LTD staff for their ability to resolve problems. Mr. Carey said Lane County staff had been very helpful.

VII. WEST EUGENE EmX EXTENSION STATUS

Director of Planning and Development Tom Schwetz referred to a *Draft Final Range of Alternatives Report* that had been distributed to Committee members. He explained that the corridor was divided into three segments:

- Segment A - Eugene Station to Garfield Street
- Segment B - Garfield Street to Beltline Road
- Segment C - West of Beltline Road

Mr. Schwetz reviewed the list of alternatives considered for screening in each segment. He said all alternatives were screened in Tier I against threshold questions based on the Purpose and Need Statement. He reviewed the results of Tier II screening and explained the recommendations for the following alternatives in Segment A:

- A1 – 13th Avenue: recommended for further study
- A2 – 6th/7th Avenues: recommended for further study
- A3 – Amazon Channel: remove from further study
- A4 – 11th Avenue: remove from further study

Mr. Gordon asked about the difference in travel times between alternatives A1 and A4. Mr. Schwetz said A1 was a more direct travel route, but there were more problems associated with that alternative. Mr. Carey said there was about a two-minute difference: 11th Avenue travel time is 13 minutes and 13th Avenue travel time is 15 minutes.

Mr. Jewett asked how much the cost per alternative would be during the next phase of the evaluation. Mr. Schwetz responded that it was difficult to estimate because of the large number of variables.

Mr. Poling asked if 11th Avenue would be retained for consideration as part of an 11th/13th Avenue couplet. Mr. Schwetz said the couplet would be considered as a design option. General Manager Mark Pangborn added that a single lane on 11th Avenue could be accommodated by removing parking.

Mr. Schwetz reviewed the results of Tier II screening and explained the recommendations for the following alternatives in Segment B:

- B1 – 7th Place/Stewart Road: recommended for further study
- B2 – 10th Avenue/11th Avenue: remove from further study
- B3 – Amazon Channel: recommended for further study
- B4 – 11th Avenue: recommended for further study

In response to a comment from Mr. Jewett, Mr. Carey said that travel times were by segment. He noted that an EmX vehicle would need to travel more slowly on an Amazon Channel route in order to be compatible with an adjacent bicycle facility.

Ms. Fitch asked if two vehicles could be in a segment at the same time going in different directions. Mr. Carey responded that such an incident could occur under several different design options. He said that at this point in the analysis the same assumptions were made for all alternatives. Mr. Schwetz added that a more comprehensive analysis of alternatives and options would occur in the next phase of the process.

Mr. Gordon felt it was worthwhile to consider the Amazon Channel alternative--despite the environmental challenges it presented.

Mr. Schwetz reviewed the results of Tier II screening and explained the recommendations for the following alternatives in Segment C:

- C1 – 11th Avenue to Terry Street Loop: recommended for further study
- C2 – 11th Avenue to Veneta: remove from further study

In response to a comment from Mr. Jewett, Mr. Pangborn said that EmX service to Veneta was not financially feasible, but that LTD was looking at ways to increase the existing service. Mr. Carey added that the District was attempting to develop a Park & Ride facility in downtown Veneta.

Mr. Jewett questioned providing service to Hynix except at shift changes. Mr. Pangborn agreed that providing a shuttle to 11th Avenue would make more sense.

Mr. Poling remarked that the recommended range of alternatives represented a good starting point, but he was concerned about labeling them as final recommendations. He said it should be stressed

that the alternatives were a set of recommendations for beginning the comprehensive analysis. He preferred to retain 11th Avenue in Segment A as a one-way option in conjunction with 13th Avenue.

Mr. Gordon preferred to see 11th Avenue remain as a full alternative, but agreed with retaining it as part of a couplet.

Committee members urged staff to modify the corridor map to indicate retention of 11th Avenue as an option and illustrate all design alternatives.

Ms. Fitch moved to accept and forward staff recommendations for Tier II alternatives, modified by retaining West 11th Avenue as a couplet option with West 13th Avenue, to the Lane Transit District Board of Directors. Mr. Jewett provided the second.

Mr. Jewett asked if that meant 11th Avenue, excluding 13th Avenue, could not be chosen as an alternative in Segment A. Mr. Schwetz said he understood that was the intent.

Mr. Jewett asked if the 6th/7th Avenues couplet was limited to one-way traffic on each street, precluding two-way traffic on one or the other. Mr. Schwetz said that there was sufficient flexibility to consider two-way traffic on either 6th Avenue or 7th Avenue.

Mr. Jewett offered a friendly amendment to retain that same flexibility for the 11th/13th Avenues couplet as existed for the 6th/7th Avenues couplet.

Ms. Fitch accepted the friendly amendment. The motion passed by unanimous vote.

Mr. Schwetz concluded his presentation with a brief review of the proposed disciplines to be studied in the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS).

VIII. APPLICABILITY OF RAIL IN THE EUGENE-SPRINGFIELD METROPOLITAN AREA

Mr. Schwetz pointed out that the information presented was requested by the Eugene City Council to illustrate why bus rapid transit had been selected as the preferred transit mode.

IX. OTHER BUSINESS

There was no other business.

X. NEXT MEETING/ADJOURNMENT

The next meeting was scheduled for Tuesday, June 3, 2008, at 5:30 p.m.

Ms. Davis adjourned the meeting at 7:20 p.m.

(Recorded by Lynn Taylor)

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MINUTES

Lane Transit District EmX Steering Committee

Pursuant to notice given to *The Register Guard* for publication on August 4, 2008, a meeting of the Lane Transit District EmX Steering Committee was held at 5:30 p.m. on Tuesday, August 5, 2008, at the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene, Oregon.

PRESENT: Tammy Fitch, At Large
George Poling, Eugene City Councilor
Dave Jewett, At Large
Hillary Wylie, Springfield City Councilor
Sonny Chickering, Oregon Department of Transportation

ABSENT: Gerry Gaydos, Lane Transit District Board Member (Chair)
Greg Evans, Lane Transit District Board Member
Dan Egan, At Large
Steve Gordon, At Large
Bobby Green, Lane County Commissioner
Debbie Davis, Lane Transit District Board Member

I. CALL TO ORDER

Ms. Fitch called the meeting of the EmX (BRT) Steering Committee to order.

II. ROLL CALL

Ms. Fitch called the roll.

III. CHAIR'S COMMENTS

Ms. Fitch noted that a quorum was not present.

IV. MINUTES

Action on this item was postponed to the next meeting.

V. PUBLIC COMMENT

There was no one wishing to speak.

VI. PIONEER PARKWAY EmX STATUS

Assistant General Manager Stefano Viggiano provided an overview of the Pioneer Parkway EmX, which had been renamed the Gateway EmX Extension to better communicate the nature of the project. He said the Springfield City Council had completed its review of the 30 percent drawings and approved the project in May 2008. He expected that the final design drawings would be completed by fall 2008, at which point the construction process would commence. He noted that a construction management/general contractor (CMGC) method would be used for most of the project,

although the International Way segment would be bid in the traditional manner. He said Wildish Construction had been selected as the CMGC. He said that Wildish would self-perform about 10 percent of the work and bid out the remaining 90 percent. He said the City Council had expressed concerns about pedestrian and bicycle safety at the point where the southbound EmX crossed the bike path. He illustrated a number of design features that would enhance bicycle and pedestrian safety at the crossing.

Ms. Wylie expressed appreciation for the safety enhancements in response to the City Council's concerns.

Mr. Viggiano said another safety issue discussed with the council was pedestrian crossings of busy streets. Most stations were at signalized intersections, but five were not and warning lights would be installed to alert motorists to the presence of pedestrians. In response to a question from Mr. Poling, he said that the warning lights would not be activated from the station.

Mr. Viggiano said a preliminary cost estimate prepared two years ago was \$37 million, which increased to \$38 million with the addition of a fifth vehicle. He said an updated version that included some design changes resulted in a cost estimate of \$43.3 million. He reviewed details of a cost reduction exercise that had lowered the budget to \$41.3 million. He said the revised budget was examined and approved by the Federal Transit Administration (FTA), which also felt that additional federal funds could be available to make up the cost differential. He said the funding mechanism would be a new process called a Project Construction Grant Agreement (PCGA).

In response to a question from Mr. Jewett, Mr. Viggiano said that FTA would pay 80 percent of the total project cost, a ConnectOregon grant would contribute \$5.4 million and Lane Transit District would pay the remaining cost or approximately seven percent of the total. He said FTA audited the district every three years and the grant for this project would be included in the next audit as it was not large enough to warrant a separate audit.

Mr. Viggiano said the Gateway Station was part of the project, but a separate contract; it would be finished before the rest of the project. He said that mid-March 2009 was the target date for completion of the station.

In response to a question from Mr. Chickering, Mr. Viggiano said that stations and pedestrian crossings were designed so they would not affect access.

VII. WEST EUGENE EmX EXTENSION STATUS

Transportation Planner Mary Archer reviewed the project timeline and said scoping had been completed and the alternative analysis and draft environmental documentation phase had begun. She reviewed conceptual drawings that would be presented at community design workshops to obtain feedback in order to refine the process and move forward to the environmental impact stage. She said a locally preferred alternative would be selected in the summer of 2009 and that would be carried forward to final design and construction.

Ms. Archer described the format of the three community design workshops held to date and the participation in and comments and recommendations from each. She said that a workshop on August 18 would focus on the Amazon Creek alignment and clarify there would be no impact on the Fern Ridge bike path and riparian areas. All alternatives would be discussed at an August 20 workshop and a meeting of the corridor committee would be held sometime prior to a September 8 work session with the Eugene City Council. She said an open house was scheduled for October 20.

Director of Planning and Development Tom Schwetz said LTD staff was working with the City of Eugene Parks and Open Space staff on issues related to the Amazon channel segment.

Ms. Fitch asked if the range of design alternatives would be narrowed during the work session with the Eugene City Council. Mr. Schwetz said that was a possibility, but it was more likely that the list of alternatives would not be reduced until summer 2009.

VIII. OTHER BUSINESS

There was no other business.

X. NEXT MEETING/ADJOURNMENT

Mr. Viggiano said that staff would determine if a meeting in September was necessary and poll committee members for availability.

Ms. Fitch suggested that a meeting could be scheduled following either the work session with the City Council or the October community design workshop.

Ms. Fitch adjourned the meeting at 6:10 p.m.

(Recorded by Lynn Taylor)