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**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION**

**May 15, 1996
5:30 p.m.**

**LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off Glenwood Blvd.)**

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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 741-6100 (voice) or 687-5552 (TTY, for persons with hearing impairments).

AGENDA ITEM SUMMARY

DATE OF MEETING: May 15, 1996

ITEM TITLE: WORK SESSION ON BUS RAPID TRANSIT

PREPARED BY: Stefano Viggiano, Planning and Development Manager

ACTION REQUESTED: That the Board affirm the direction staff are taking on the selection of a pilot BRT corridor and provide direction on the BRT decision-making and public communication and involvement processes.

BACKGROUND: The work session agenda includes three topic areas: pilot corridor selection; BRT decision-making model; and public involvement and communication.

Pilot Corridor: Staff have been researching alternative pilot corridors for the BRT system for several months. Staff recommend that the east/west corridor along West 11th, Franklin, and Main be identified as the preferred pilot corridor at this time. The "preferred" status of the corridor means that research efforts will focus on this corridor. If no unforeseen issues or problems are identified as part of this additional research, staff will recommend that the Board select this corridor.

The BRT Technical Advisory Committee has reviewed the research that has been conducted and concurs with this direction.

BRT Decision Model: At the meeting, staff will present a recommended approach for making decisions about the BRT system.

Public Involvement and Communication: Board President Pat Hocken and General Manager Phyllis Loobey will discuss Board involvement.

CONSEQUENCES OF REQUESTED ACTION: Staff will conduct additional research and community outreach along the corridor and continue public communication efforts.

ATTACHMENTS: Summary information on the research conducted on the candidate corridors.

PROPOSED MOTION: None

ROUTE SELECTION FOR PILOT BUS RAPID TRANSIT

ROUTE	PROS	CONS
COBURG ROAD TO CRESCENT	<ul style="list-style-type: none"> • Ferry Street Bridge Corridor • ROW Potential • Developing Area 	<ul style="list-style-type: none"> • Bridge Construction Delays • Relatively Low Ridership
HARLOW ROAD TO GATEWAY	<ul style="list-style-type: none"> • Ferry Street Bridge Corridor • Springfield Connection • ROW Potential • New Gateway Area Development 	<ul style="list-style-type: none"> • Congestion Not a Problem • Bridge Construction Delays • Low LUM Nodes • Relatively Low Ridership
SPRINGFIELD STATION	<ul style="list-style-type: none"> • High Ridership • High LUM Nodes • High Number of Existing Lanes • High Population • High Potential for Decreasing Travel Times • Springfield Connection • Signalization Possibilities • Serves UO 	<ul style="list-style-type: none"> • Requires Relocation of Springfield Station • Low Development in Glenwood Area
WILLAMETTE TO 29TH	<ul style="list-style-type: none"> • High Ridership • High Population • High Employment • Historical Center of Eugene 	<ul style="list-style-type: none"> • Short Route • Constrained ROW • Low Potential for Decreasing Travel Times • Low LUM Nodes • Minimal signal improvement potential
WEST 11TH	<ul style="list-style-type: none"> • High LUM Nodes • High Number of Existing Lanes • High Potential for Decreasing Travel Times • High Ridership • ROW Potential 	<ul style="list-style-type: none"> • May Require Parking Removal • May Require Contraflow Lanes

BRT Corridor Analysis

ROUTE CHARACTERISTICS					ROADWAY CHARACTERISTICS			LAND USE CHARACTERISTICS	
Route	Ridership	Route	Riders	Frequency	# Existing	Existing	# of	# LUM	Pop., Emp.
	per day	Mileage	per mile	of buses	Lanes	ROW (ft)	Signals	Nodes	per mile
Coburg Road to Harlow Road to GATEWAY	2429.94	3.60	675.00	AM 2	22%-3	65-80	IN - 15	3	Pop. 1360 Empl. 4424
				MID 2	65%-4		OUT - 15		
				PM 2	13%-5				
Coburg Road to Crescent	2546.32	3.80	670.00	AM 2	49%-4	60-80'	IN - 19	5	Pop. 1623. Empl. 4484
				MID 2	51%-5		OUT - 17		
				PM 2					
Springfield Sta.	4342.86	4.00	1086.00	AM 5	24%-3	66'	IN - 21	6(12)	Pop. 1990 Empl. 5414
				MID 6	14%-4		OUT - 20		
				PM 6	38%-5				
					24%-6				
Willamette to 29th	1847.73	1.60	1155.00	AM 5	67%-2	60'	IN - 9	4	Pop. 3230 Empl. 7096
				MID 4	33%-4		OUT - 7		
				PM 5					
West 11th to Bertelsen	3085.80	3.60	857.00	AM 4	40%-2	60-70'	IN - 17	8	Pop. 1815 Empl. 3767
				MID 4	10%-3		OUT - 18		
				PM 4	50%-5				

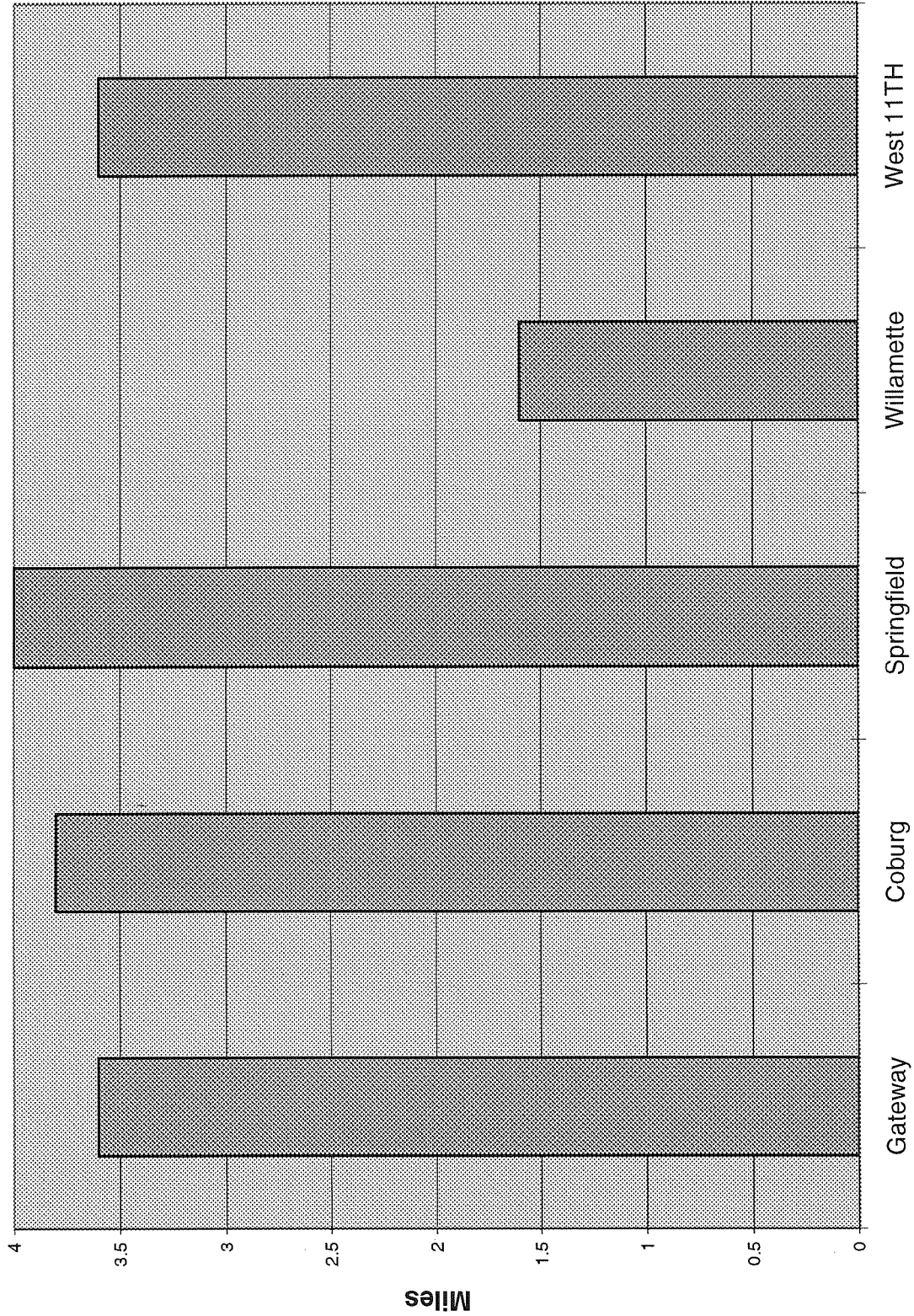
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BRT Corridor Analysis

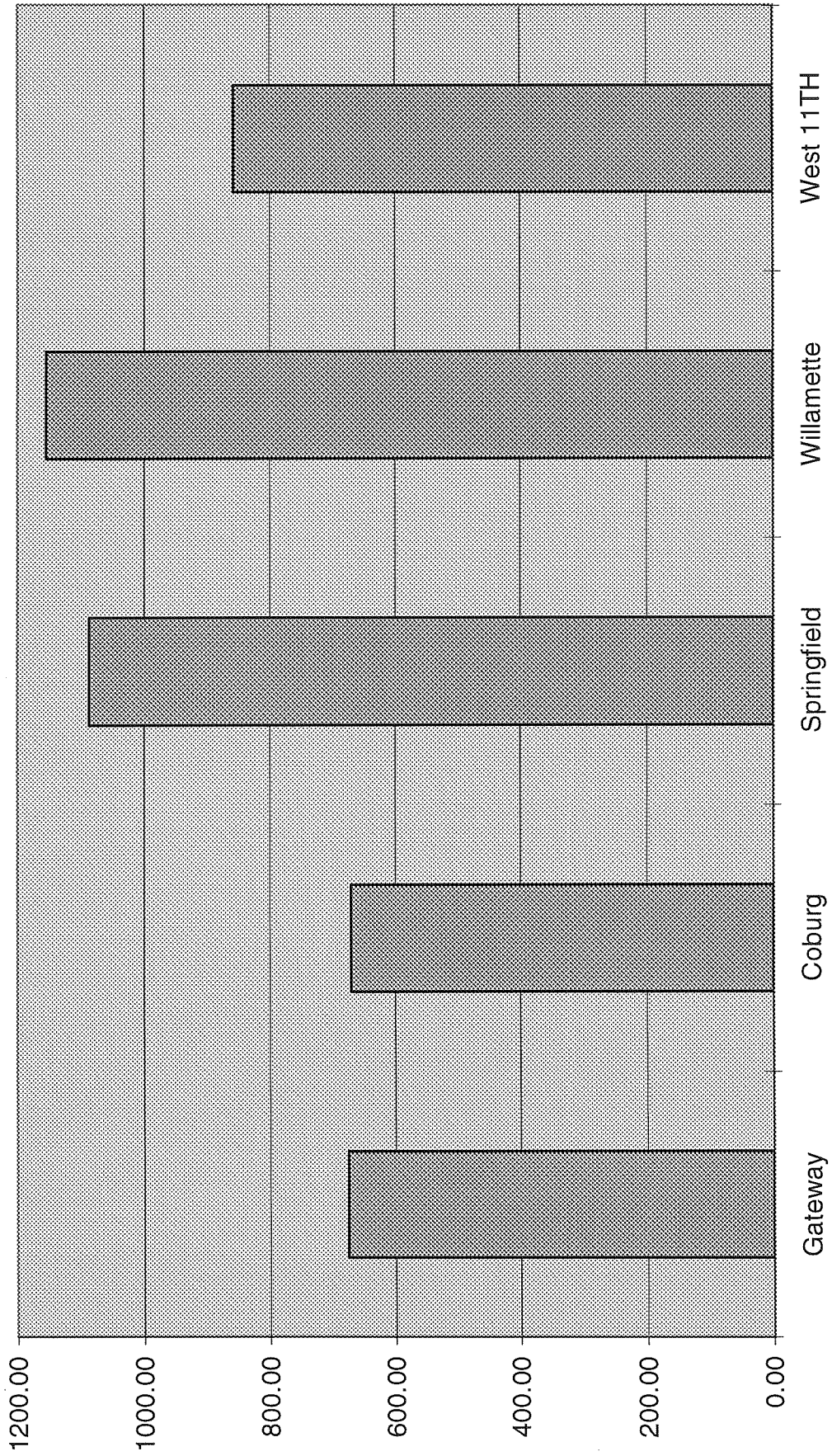
Route		TRAVEL TIME (min)		PERCENT INCREASE	AVERAGE SPEEDS (mph)		DELAYS (min)			TRIP TIME (min)	RUNNING TIME (min)
		Bus	Auto	Auto to Bus	Bus	Auto	Passenger	Lights	Other		
Coburg Road to Harlow Road to GATEWAY	AM	16.2	10	62	13	22	3	2.9		16.2	10.3
	MID	13.6	10.2	33	16	21	1.9	2.5	0.6	13.6	8.6
	PM	15.3	9.9	54	14	22	3	2.7		15.3	9.6
	Avg.			50							
Coburg Road to Crescent	AM	18.8	10.8	74	12	21	4.8	3	0.25	18.8	10.7
	MID	14.5	11.2	29	16	20	2.3	2.6	0.2	14.5	9.4
	PM	15.6	11.1	41	15	21	2.4	3.2	1.7	15.6	8.3
	Avg.			48							
Springfield Sta.	AM	13.2	9.7	36	18	25	1.6	1.7	0.45	13.2	9.5
	MID	18	11.3	59	13	21	3.1	2.5	0.8	18	11.6
	PM	22	10.5	109	11	23	4.3	5.7	0.7	22	11.3
	Avg.			68							
Willamette to 29th	AM	6.3	5.3	19	15	18	1.1	1.5		6.3	3.7
	MID	7.2	6.1	18	13	16	1.9	1.9		7.2	3.4
	PM	9.1	6.2	47	11	15	2.3	2.6	0.25	9.1	4
	Avg.			28							
West 11th to Bertelsen	AM	17.2	10.3	68	13	21	1.5	2.6		17.2	13.1
	MID	19.3	10.9	77	11	20	3.3	3.9	0.9	19.3	11.2
	PM	17.4	10.5	66	12	21	3.1	3.7	0.2	17.4	10.4
	Avg.			70							

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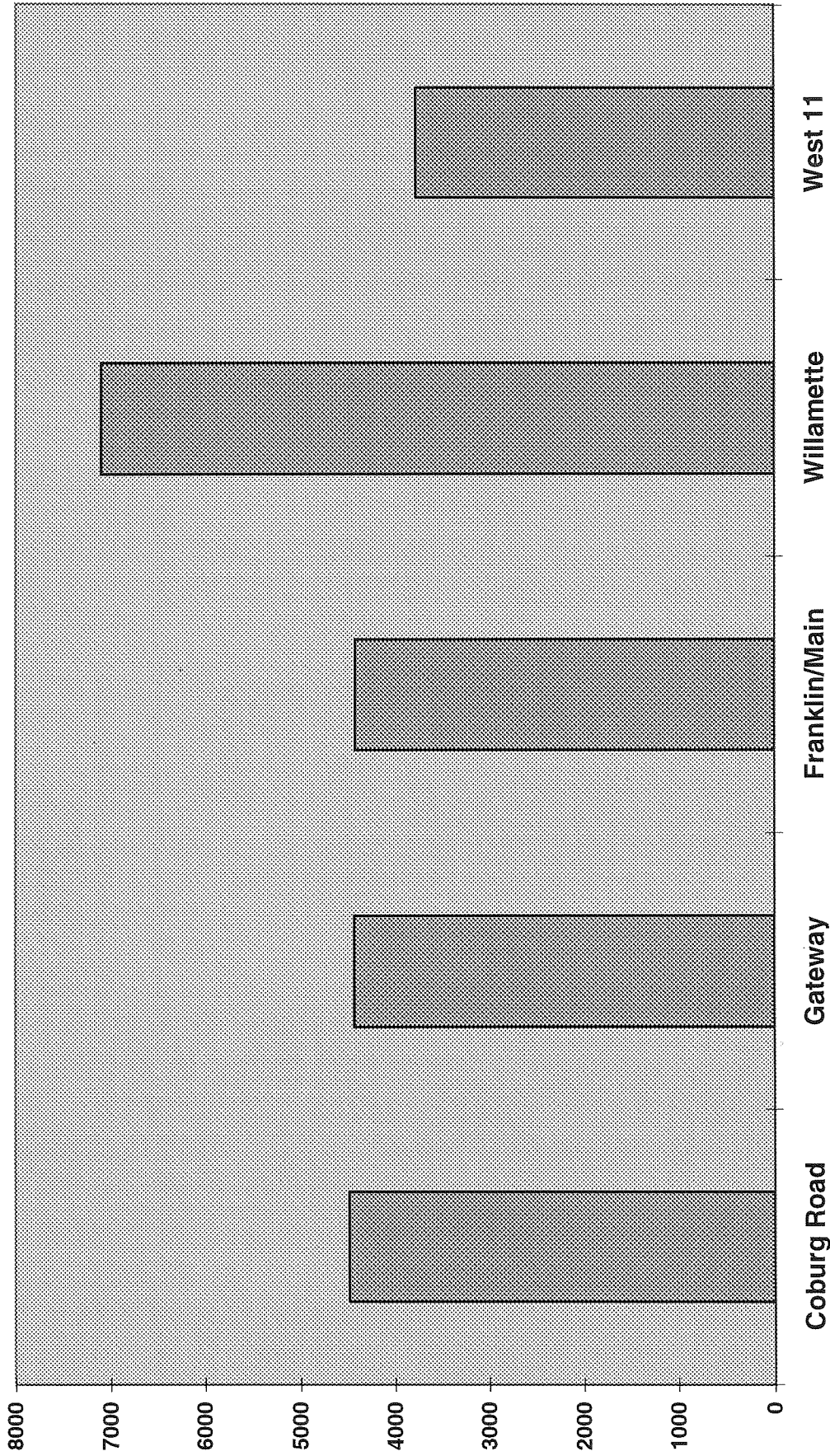
Route Length



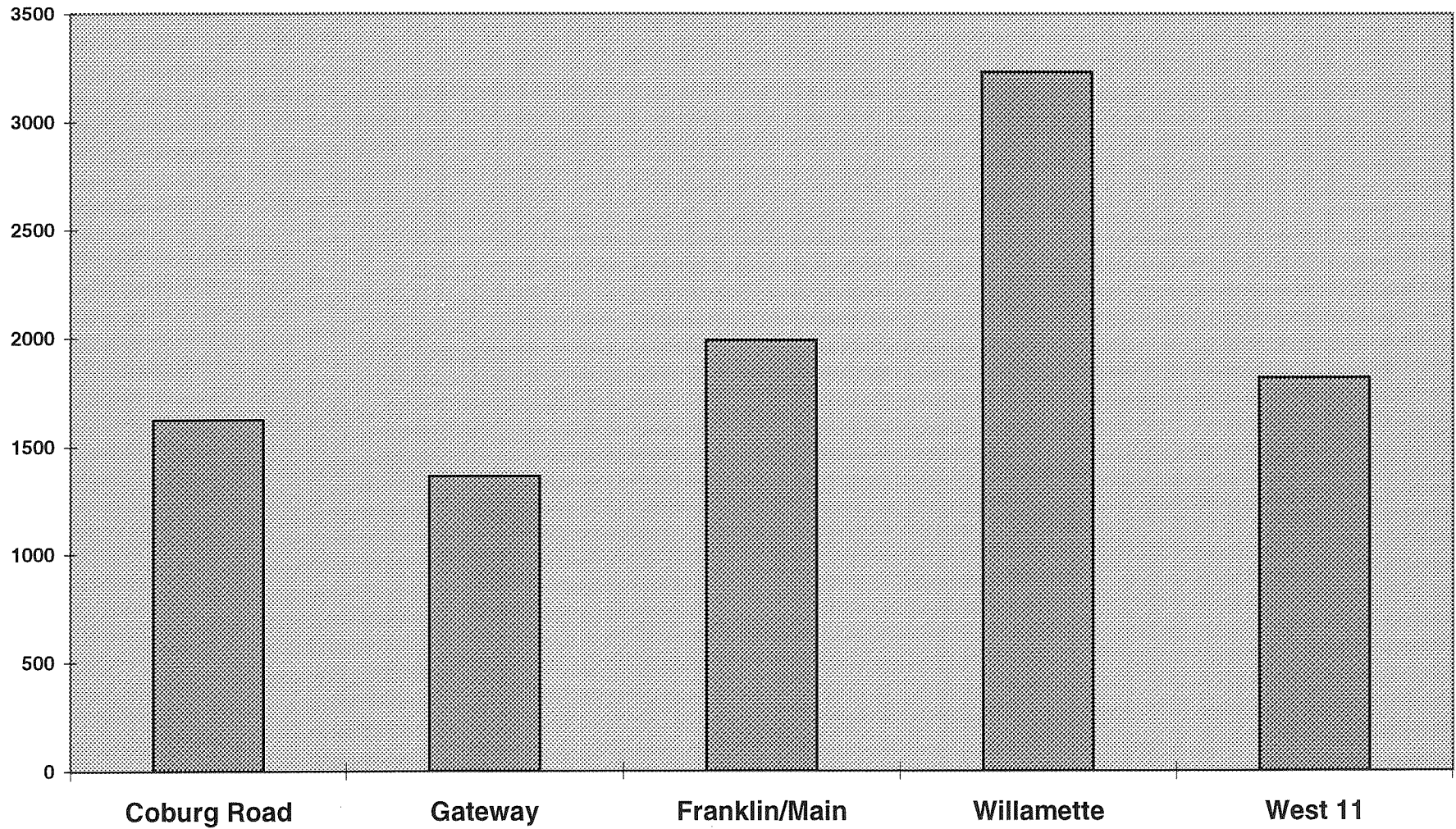
Bus Riders per mile



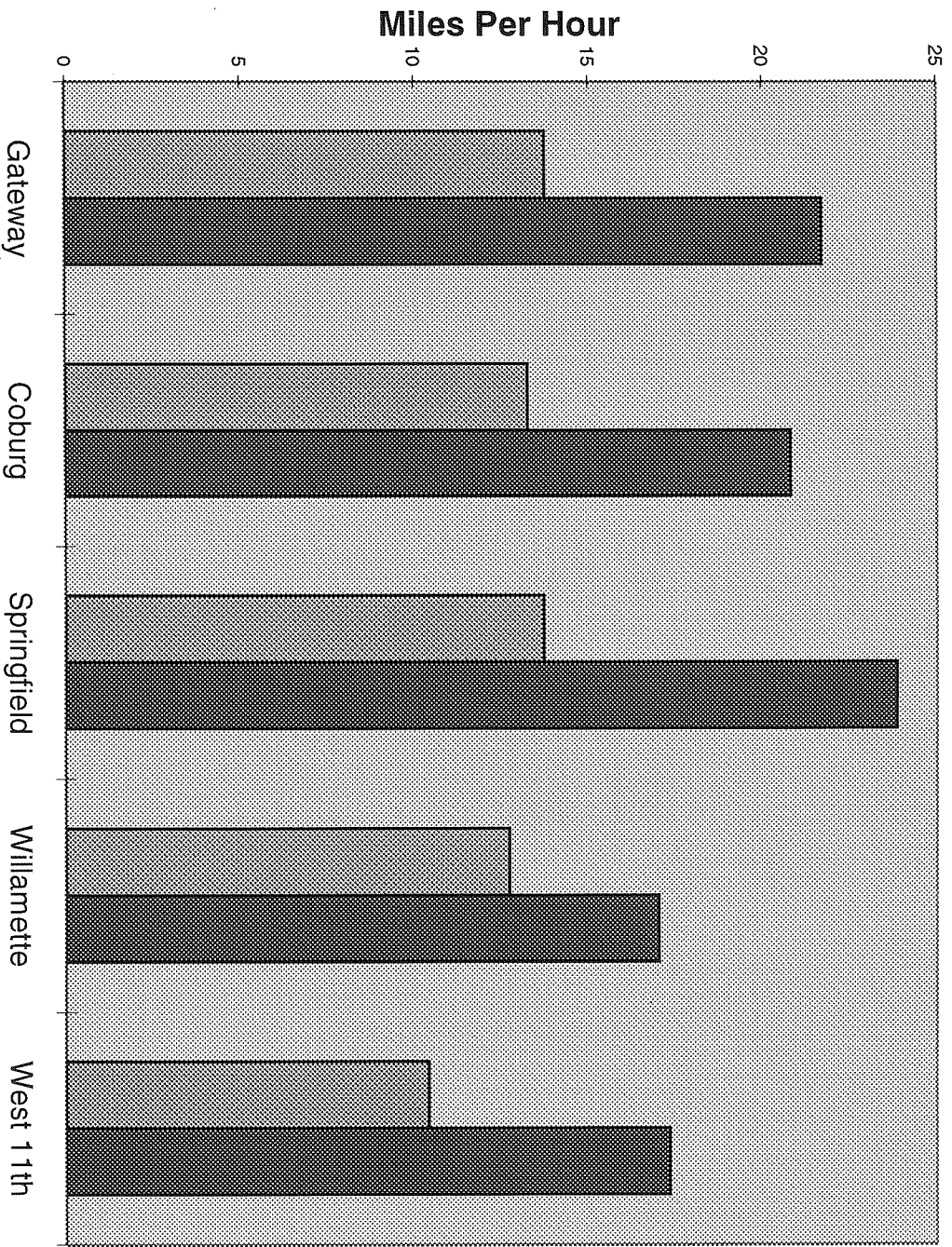
Employees/Mile



Population/Mile

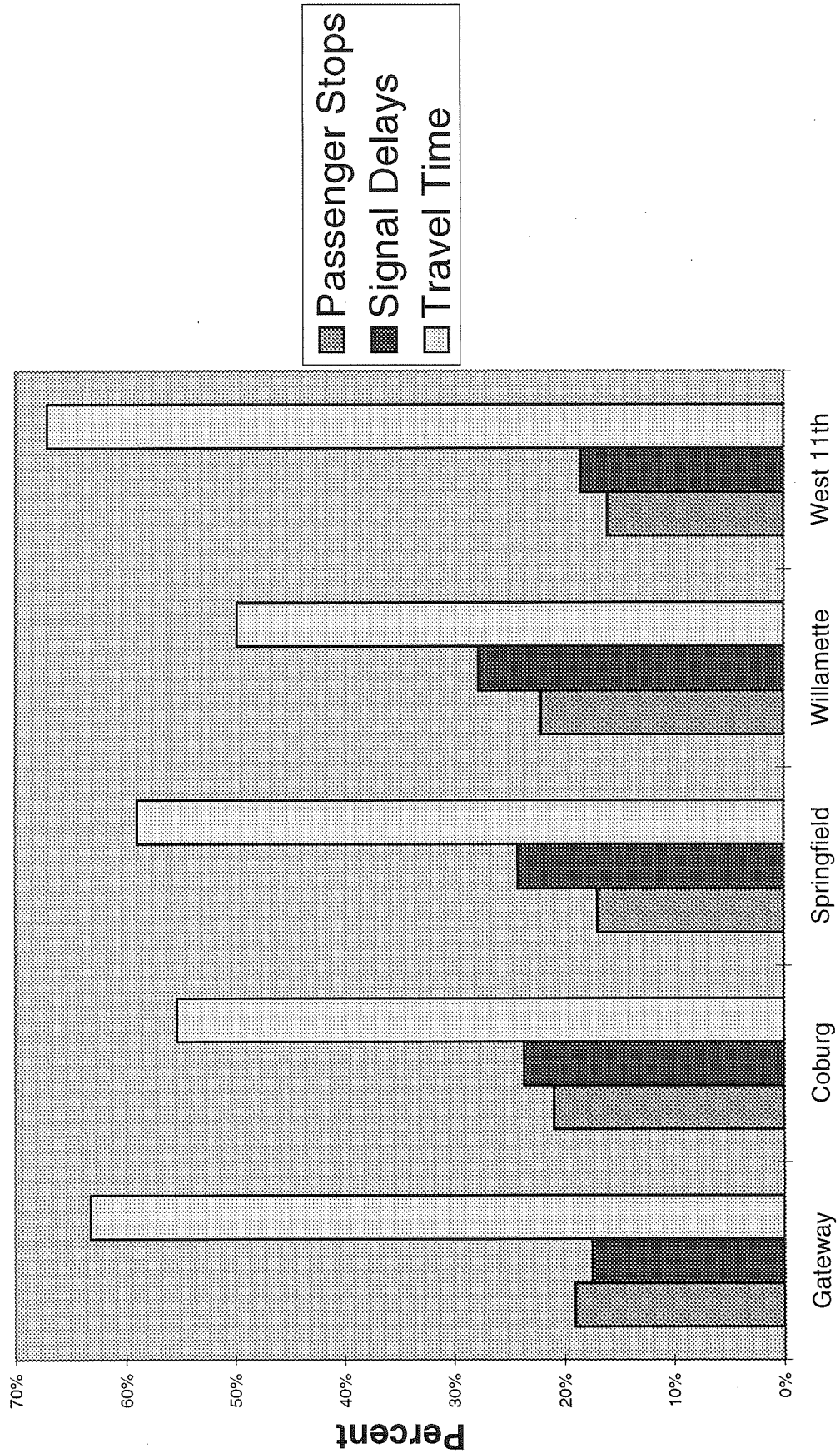


Bus vs. Auto Speeds

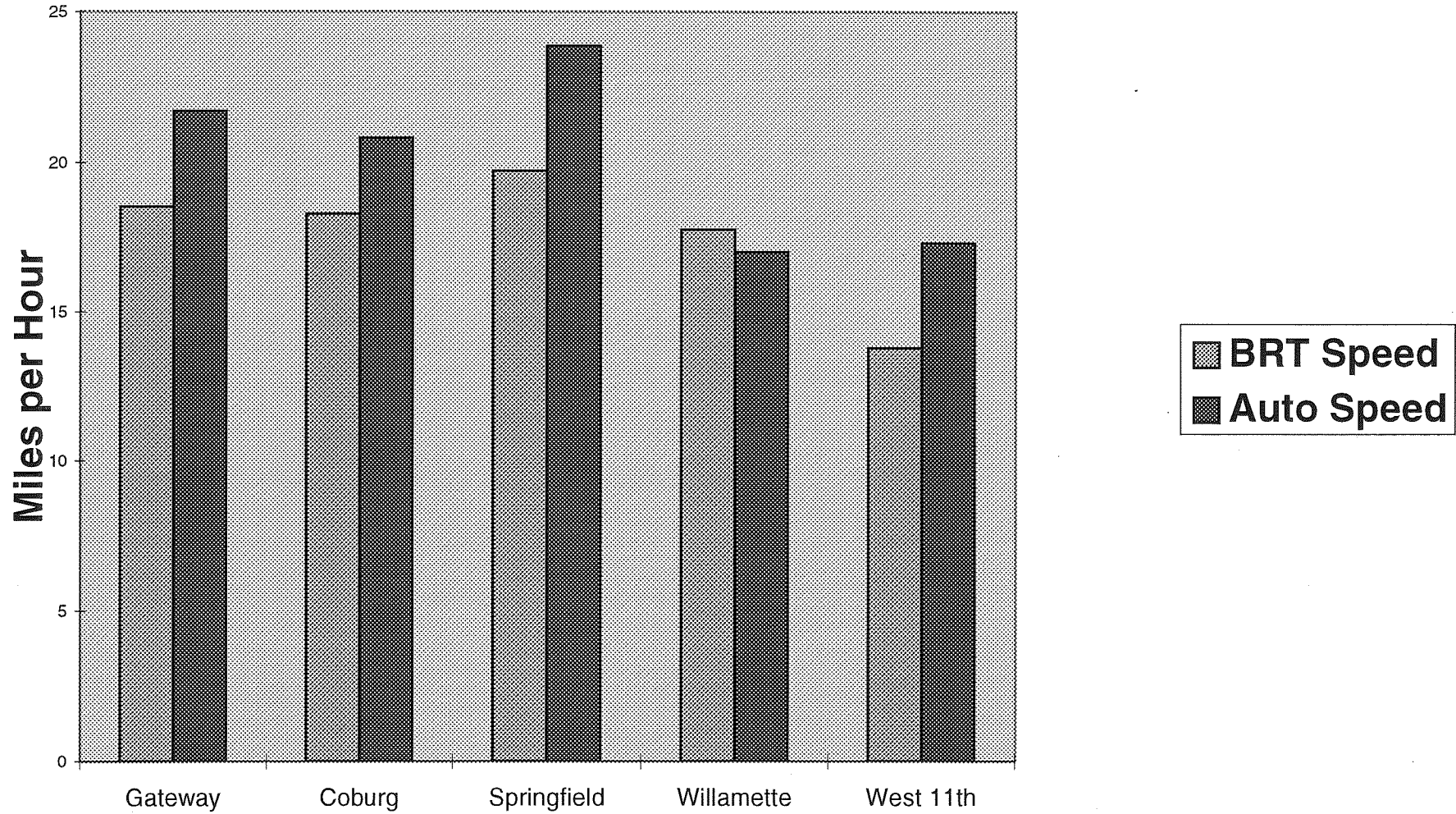


■ Bus Speed
■ Auto Speed

Bus Travel Time Breakdown



BRT Speed vs. Auto Speed



AGENDA ITEM SUMMARY

DATE OF MEETING: May 15, 1996

ITEM TITLE: COMMUTER SOLUTIONS PRESENTATION

PREPARED BY: Connie Bloom Williams, Commuter Resources Coordinator

ACTION REQUESTED: None

BACKGROUND: Lane Transit District's Commuter Solutions Program has been operating for a little more than a year. Creation of a flexible presentation educating audiences on the services LTD provides through Commuter Solutions is in production. Commuter Resources Coordinator Connie Bloom Williams will present the first phase of the education program for the Board's review.

ATTACHMENT: None

PROPOSED MOTION: None

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