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Memorandum Date: October 19, 2006
Order Date: November 8, 2006

TO: Board of County Commissioners

DEPARTMENT: Public Works Engineering

PRESENTED BY: Celia Barry, Transportation Planning, and
Lane Transit District Staff

AGENDA ITEM TITLE: ORDER/IN THE MATTER OF ENDORSING THE PIONEER
PARKWAY EmX CORRIDOR

I. MOTION

MOVE APPROVAL OF BOARD ORDER ENDORSING THE PIONEER
PARKWAY EmX CORRIDOR

II. AGENDA ITEM SUMMARY

The Board is being asked to endorse the Pioneer Parkway Bus Rapid Transit (BRT) EmX corridor. The endorsement by affected jurisdictions is requested by the Lane Transit District (LTD) Board of Directors.

LTD's Environmental Assessment (EA) is being processed by the Federal Transit Administration and provides a detailed description of the project. The EA proposes a Finding of No Significant Impact (FONSI). Exhibit A to the Board Order is the EA Executive Summary. A full copy of the EA is on a CD in a binder in the Board Office ("Pioneer Pkwy. EmX Environmental Assessment (Sept. 2006)". Hard copies are available to the public in the Springfield and Eugene public libraries and the LTD offices in Glenwood. An electronic copy of the EA is available on the LTD website at www.LTD.org. The EA process is required under the National Environmental Policy Act in order to obtain federal funding for the project.

The Pioneer Parkway EmX extends from downtown Springfield to the Gateway area in north Springfield. This area is one of the fastest growing and congested areas within the Eugene-Springfield metropolitan area. Board Order Exhibit A, Figure E-2 (page 4) shows the corridor route. LTD staff will be at the work session to brief the Commissioners on the route design and answer any questions.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

The Pioneer Parkway EmX is one of five major transit corridors envisioned to provide high-

frequency, fast service for this region. The EmX Steering Committee is composed of Eugene, Springfield, and Lane County elected officials, LTD board members, Oregon Department of Transportation (ODOT) staff, and three at-large community members (see Attachment B, Steering Committee April 4, 2006 minutes). The Committee took action in 2001 to recommend approval to study the Springfield corridor. On November 5, 2001, the Springfield City Council unanimously concurred with the EmX Steering Committee's recommendation that Lane Transit District (LTD) move forward with the evaluation of alternatives and project development activities that would extend the EmX system from the downtown Springfield Station north to the Gateway area. On November 19, 2001, through the adoption of Resolution #2001-041, the LTD Board of Directors directed staff to pursue an extension of the EmX system from the Springfield Station to the Gateway area.

Since 2001, LTD staff has worked closely with City of Springfield staff, property owners, and business owners to evaluate alternatives for EmX service within the corridor. The EmX Steering Committee provided feedback during the alternative analysis process and recommended the Locally Preferred Alternative (LPA) for the Pioneer Parkway EmX corridor in April 2006 (see Attachment B, minutes). The Locally Preferred Alternative (LPA) was selected by the Springfield City Council as well as the LTD Board, and endorsed by the Metropolitan Policy Committee (MPC) in May 2006.

The Federal Transit Administration (FTA) and LTD issued an Environmental Assessment (EA) on the LPA for the Pioneer Parkway EmX corridor and opened a comment period from September 20 to October 20, 2006. A public open house was held on October 3, 2006, to provide an opportunity to comment on the EA (See Open House Summary, Attachment C).

The EmX Steering Committee met on October 17, 2006, and recommended approval of the Pioneer Parkway EmX corridor to the Springfield City Council, the LTD Board of Directors, and the Lane County Board of Commissioners.

The Springfield City Council is scheduled to hold a public hearing and take action on the Pioneer Parkway EmX corridor on November 6, 2006. LTD staff will report on the results of that meeting at the November 8, 2006 Board of Commissioners work session.

The LTD Board of Directors is scheduled to take action on the Pioneer Parkway EmX corridor on November 15, 2006.

B. Policy Issues

TransPlan, the Eugene-Springfield Transportation System Plan, was last adopted by the Commissioners in July 2002. TransPlan's TSI Transit Policy #2 Bus Rapid Transit states: "Establish a Bus Rapid Transit (BRT) system composed of frequent, fast transit service along major corridors and neighborhood feeder service that connects with the corridor service and with activity centers, if the system is shown to increase transit modal split along BRT corridors, if the local governments demonstrate support, and if financing for the system is feasible." This proposal is consistent with the TransPlan policy for the following reasons.

Modeling by the Lane Council of Governments indicates that in 2025, annual system wide ridership would increase by about 728,400 trips as a result of the Pioneer Parkway EmX

project compared to the No Build alternative. Under full transportation system projects build out in 2025, the peak-hour transit mode share on all congested corridors, a key plan performance measure, would increase from 7.9 percent to 10.1 percent. The percentage of drive-alone trips would decrease from 44.2 percent in 2002 to 40.2 percent.

The project has received support from the Springfield City Council, the Metropolitan Policy Committee, and the LTD Board of Directors. LTD is requesting Lane County support for this project. Financing will be a combination of ConnectOregon funds, LTD capital reserves and Federal Transit Administration's Small Starts grant funds.

C. Board Goals

County support for The Pioneer EmX corridor would be consistent with the broad Goal statement in the Lane County Strategic Plan 2001, to "ensure the safety and well-being of the people who live, work, and visit our communities. That includes personal safety, security of property, preservation of infrastructure, health safety, and assisting in providing for our citizen's basic needs . . ." (page 7). Board support for the project would also be consistent with the goal to "Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management, and land development." (Page 8).

The Pioneer Parkway EmX project is a transportation project that is regional in nature. This is the second phase in the EmX corridor. Upon completion of this project, residents of Lane County and visitors will be able to travel directly and quickly from downtown Eugene to downtown Springfield and to the Gateway area. The Gateway area is one of the fastest growing employment areas in the Lane County region. This frequent and reliable service will greatly assist employees, business owners, residents, and visitors with alternative transportation options.

D. Financial and/or Resource Considerations

The Pioneer Parkway EmX project will be funded from a grant from a combination of ConnectOregon funds, LTD capital reserves, and the Federal Transit Administration's Small Starts 5309 grant funding. LTD is not requesting any financial support from the County for this project. (\$40,000 of Capital Improvement Program funding was allocated to LTD improvements associated with the Martin Luther King Boulevard project, for Fiscal Year 04-05; these improvements are constructed and now in use.)

E. Analysis

The Gateway area is one of the most rapidly developing areas of the region. Between 1980 and 2002, employment in the Gateway area more than doubled, and employment is projected to double again by 2030 to almost 20,000 jobs. The RiverBend complex is a major planned development in the northeast corner of the corridor that will house the region's largest hospital, medical office buildings, commercial and retail uses, residential areas, and assisted living developments, with 4,000 employees and 800 residential units. The Pioneer Parkway EmX design and service is closely integrated with the PeaceHealth RiverBend project. Transit-only lanes for EmX buses will be included in the street network for the development.

The Pioneer Parkway Corridor EmX will be a 7.8 mile extension of LTD's BRT system. The first phase, Franklin Corridor, is a four mile BRT facility connecting downtown Eugene to downtown Springfield. The Pioneer Parkway corridor will extend EmX service and facilities north from downtown Springfield to the RiverBend and Gateway areas. The Pioneer Parkway EmX project will include the purchase of four low-floor, hybrid BRT vehicles, 14 new EmX stations, transit priority treatments at 19 intersections, and 5.2 miles of transit lanes.

At the Board's work session, LTD staff will describe the Pioneer EmX corridor design. See also Attachment B, pages 2 – 6 for an overview.

LTD successfully worked with the public and Steering Committee to resolve the following issues:

1. Loss of parking on Pioneer Parkway. LTD worked with affected businesses to preserve on-street parking in key commercial areas. LTD also contacted the Springfield Historic Commission, who supports the corridor and station, and sees it as a venue to provide information about the Washburne historic district.
2. Loss of some sports grounds at Hamlin School near Centennial Boulevard for a dedicated travel lane. The project will require fifteen additional feet of right-of-way at this location. This was necessary to preserve the median on Pioneer Parkway in this area, an expressed public desire. The Springfield School District has indicated support for the project and this design.
3. Potential access restrictions on Harlow and Gateway Roads. This concern was eliminated by changing bus travel on these roads from dedicated lanes to mixed traffic.
4. Gateway Mall station relocation. The existing transit stop near Target and the food court at Gateway Mall will be relocated to Gateway Street in order to accomplish rapid and frequent EmX service, and to address safety issues with the current routing. The trade-off is the long walking distance from the transit stop to the Mall stores and potential for pedestrian-motor vehicle conflicts in the parking lot. LTD is working with the Mall to come to agreement on some type of walkway similar to the covered walkway at the Eugene Airport.

At the October 17, 2006 EmX Steering Committee meeting, the Springfield City Council representative on the Steering Committee commended LTD for successfully resolving issues of concern. There was unanimous Steering Committee support for recommending the corridor to the Springfield City Council, Board of Commissioners, and LTD Board.

In summary, LTD implemented a five-phase process that progressed from selecting the Pioneer Parkway Corridor as the region's next priority for developing the planned EmX system:

1. Priority Corridor Selection. Three corridors were explored to determine which corridor would be the next EmX corridor. The Pioneer Parkway corridor was selected in 2001.
2. Alternative Alignment Selection. Alignment options along the Pioneer Parkway Corridor were screened and evaluated.

3. Operational Alternatives Selection. Different operational configurations were evaluated and applied to the five segment alignments, ultimately selecting one or more operational alternatives for each segment.
4. Alternative Analysis. Alternatives analysis was used by LTD to analyze and evaluate the five alternatives. A Locally Preferred Option (LPA) was chosen by the Springfield City Council, the LTD Board of Directors, and the Metropolitan Policy Committee in April/May 2006.
5. Environmental Assessment (EA). The EA evaluated the transportation benefits, environmental impacts and financial implications of two alternatives: the LPA and the No-Build Alternative. The EA concluded that there will be no significant adverse impacts on the environment.

To date, two written comments have been received concerning the EA findings:

1. A question regarding the traffic analysis from the Springfield Transportation Planning Engineer; and
2. Request from the Springfield Historic Commissioner to verify that the State Historic Preservation Office agreed with the Finding of No Significant Impact on the Washburne Historic District, which is true.

LTD staff will apprise the Commissioners if any additional comments are received prior to the October 20 close of the public comment period.

F. Alternatives/Options

1. Approve the Board Order
2. Do not approve the Board Order
3. Request any additional information necessary to approve the Board Order

V. TIMING/IMPLEMENTATION

LTD anticipates the Federal Transit Administration to issue a Finding of No Significant Impact (FONSI) after the close of the comment period on October 20, 2006.

Design and construction of the Gateway Mall portion is on an accelerated schedule in order to use ConnectOregon funding and is anticipated to begin in early 2007. The remainder of the Pioneer Parkway EmX project is targeted to begin construction in 2008.

VI. RECOMMENDATION

Based upon the EmX Steering Committee recommendation, LTD and County staff recommend that the Lane County Board of Commissioners endorse the Pioneer Parkway EmX corridor by approving the Board Order.

VII. FOLLOW-UP

No follow up required.

VII. ATTACHMENTS

- A. Board Order and Exhibit A, Bus Rapid Transit System Improvements for the Pioneer Parkway Corridor, Springfield, Oregon; Environmental Assessment Executive Summary, September 2006.
- B. EmX Steering Committee minutes, April 4, 2006
- C. Pioneer Parkway EmX Corridor Environmental Assessment Open House Summary, October 3, 2006

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.)IN THE MATTER OF ENDORSING THE
)PIONEER PARKWAY BUS RAPID TRANSIT EmX
)CORRIDOR

WHEREAS, the Board of County Commissioners most recently adopted *TransPlan*, the Eugene-Springfield Transportation System Plan in July 2002, including Bus Rapid Transit as a policy to address traffic congestion; and

WHEREAS, the Springfield City Council unanimously concurred with the EmX Steering Committee's recommendation on November 19, 2001, that Lane Transit District (LTD) move forward with the evaluation of alternatives and project development activities that would extend the EmX system from the downtown Springfield Station north into the Gateway area; and

WHEREAS, Lane Transit District evaluated alignment alternatives and operational alternatives in an extensive public involvement process between 2001 and 2006; and

WHEREAS, the Springfield City Council, the LTD Board of Directors, and the Metropolitan Policy Committee endorsed the Locally Preferred Alternative for the Pioneer Parkway EmX project in May 2006; and

WHEREAS, the EmX Steering Committee recommended endorsement of the Pioneer Parkway Corridor on October 17, 2006, and;

WHEREAS, the Springfield City Council held a public hearing on the corridor proposal and adopted the proposal on November 6, 2006; and

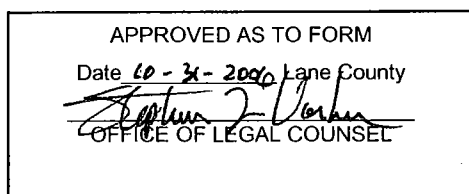
WHEREAS, Lane Transit District and the Federal Transit Administration are processing an Environmental Assessment with a proposed Finding of No Significant Impact for the Pioneer Parkway Corridor EmX project; and

WHEREAS, the Board of County Commissioners considered the proposed corridor design at its work session on November 8, 2006; and

WHEREAS, the Lane Transit District Board of Directors requests the Board of County Commissioners to endorse the Pioneer Parkway EmX corridor; **NOW THEREFORE, BE IT**

ORDERED, that the Board of County Commissioners formally endorses the Pioneer Parkway Bus Rapid Transit EmX corridor as described and proposed in Exhibit A, the Environmental Assessment Executive Summary for the project, included herein.

DATED this _____ day of November, 2006.



Bill Dwyer, Chair
Lane County Board of Commissioners

**BUS RAPID TRANSIT SYSTEM IMPROVEMENTS
FOR THE
PIONEER PARKWAY CORRIDOR
SPRINGFIELD, OREGON**

ENVIRONMENTAL ASSESSMENT

Bus Rapid Transit System Improvements for the Pioneer Parkway Corridor

Prepared in Accordance with the
National Environmental Policy Act of 1969, as amended
42 U.S.C. 4332
and the
Federal Transit Act of 1964, as amended
49 U.S.C. 1601 eq. seq.

By the
Federal Transit Administration
U.S. Department of Transportation

For Rick Krochalis
Regional Administrator

September 2006

Executive Summary

Introduction

This Environmental Assessment (EA) discusses the environmental effects of extending Lane Transit District's Emerald Express (EmX) bus rapid transit (BRT) system into the Pioneer Parkway Corridor from downtown Springfield, Oregon to the Gateway area, north of downtown. The EmX system, including the Pioneer Parkway BRT, is shown in Figure E-1. This EA describes potential impacts and benefits of the two alternatives under consideration for the proposed project: the No-Build Alternative and the Locally Preferred Alternative (LPA). The LPA is illustrated in Figure E-2.

This EA was prepared by the Federal Transit Administration (FTA) in conjunction with LTD in compliance with the National Environmental Policy Act (NEPA) of 1969.

The conceptual long-range plan for the EmX system envisions high-frequency, fast service along five major corridors. Franklin EmX, the initial four-mile segment, which will operate between downtown Eugene and downtown Springfield, is currently under construction, and is scheduled to begin operating in early 2007.

On November 5, 2001, the Springfield City Council unanimously concurred with the EmX Steering Committee's recommendation that LTD move forward with the evaluation of alternatives and project development activities that would extend the EmX system from the downtown Springfield Station north into the Gateway area. On November 19, 2001, through its adoption of Resolution # 2001-041, the LTD Board of Directors directed staff to pursue an extension of the EmX system from the Springfield Station to the Gateway area.

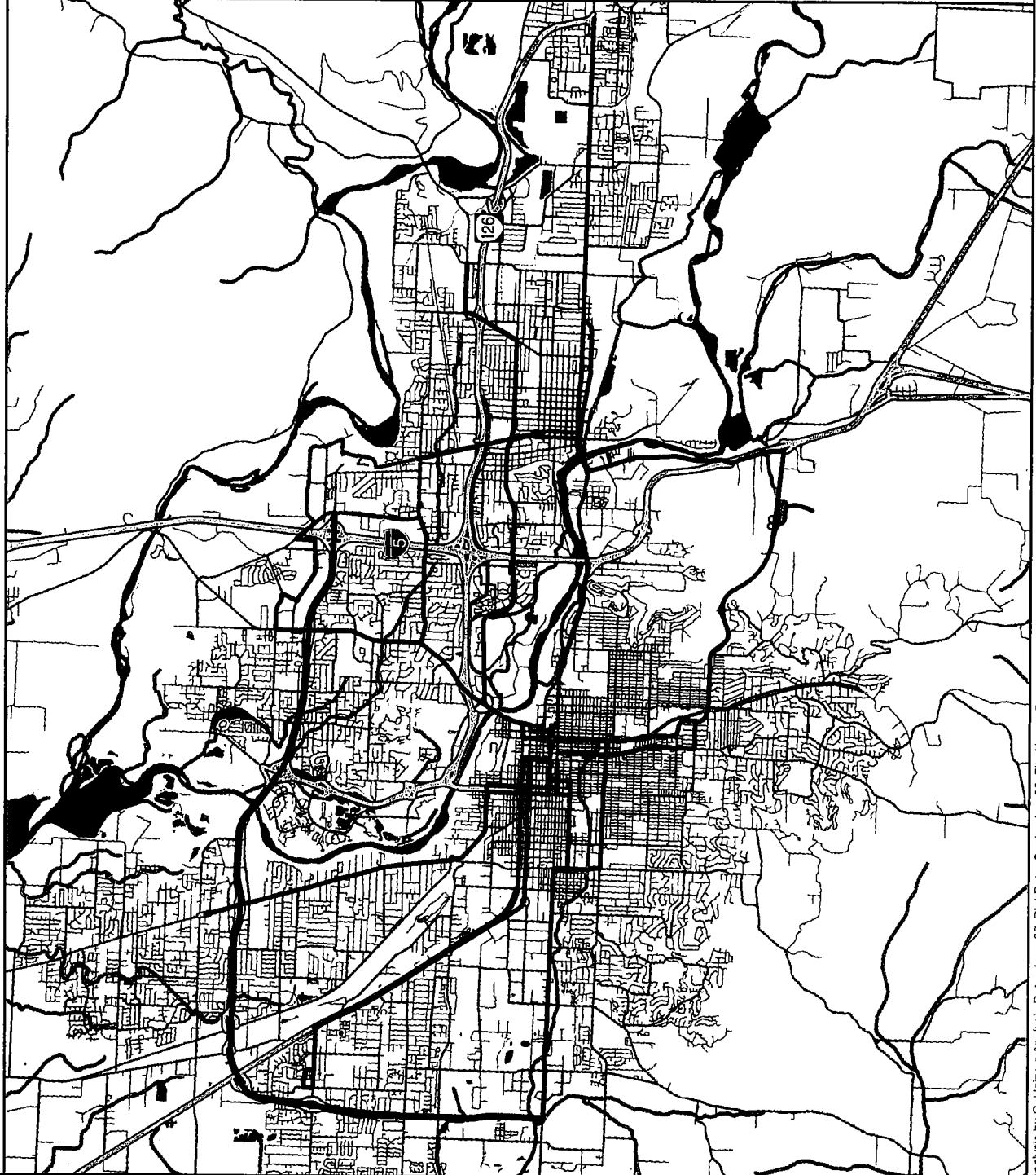
BRT is a rubber-tired transit system that uses a combination of transit lanes, guideways, and traffic priority measures to provide high-frequency, fast and reliable service that emulates light rail, but at a substantially lower cost and with fewer adverse impacts. BRT emerged as the region's preferred strategy through a Major Investment Study (MIS), and during the development of the Eugene-Springfield TransPlan, adopted in 2001. BRT continues to be supported by the 2004 Regional Transportation Plan (RTP). The RTP guides metropolitan transportation system planning, and establishes a framework for participating public agencies to coordinate planning decisions on inter- and intra-jurisdictional transportation.

Purpose and Need for the Action

The purpose of the Pioneer Parkway Corridor Project is to provide a high quality, cost-effective transit improvement in the Pioneer Parkway Corridor that will support the community's land use and transportation goals, improve the efficiency and operation of the transportation system, provide environmental benefits, and reflect community values.

The need for a major transit investment in the Pioneer Parkway Corridor results from: 1) A high level of historic and projected population and employment growth in the Pioneer Parkway Corridor that has strained and will further strain the transportation infrastructure; 2) Increasing levels of traffic congestion and travel delay that result in a deterioration of travel conditions and EmX transit operations; The need for significant improvements in transit service to meet local and state transportation and land use policies.

Figure E-1. LTD BRT System Plan



Pioneer Parkway Corridor



Franklin Corridor



BRT Routes



0 0.5 1 1.5
Miles

Geographic Data Standards:
Projected Coordinate System:
State Plane Oregon South (feet)

Data Sources:
LTD, LCOG

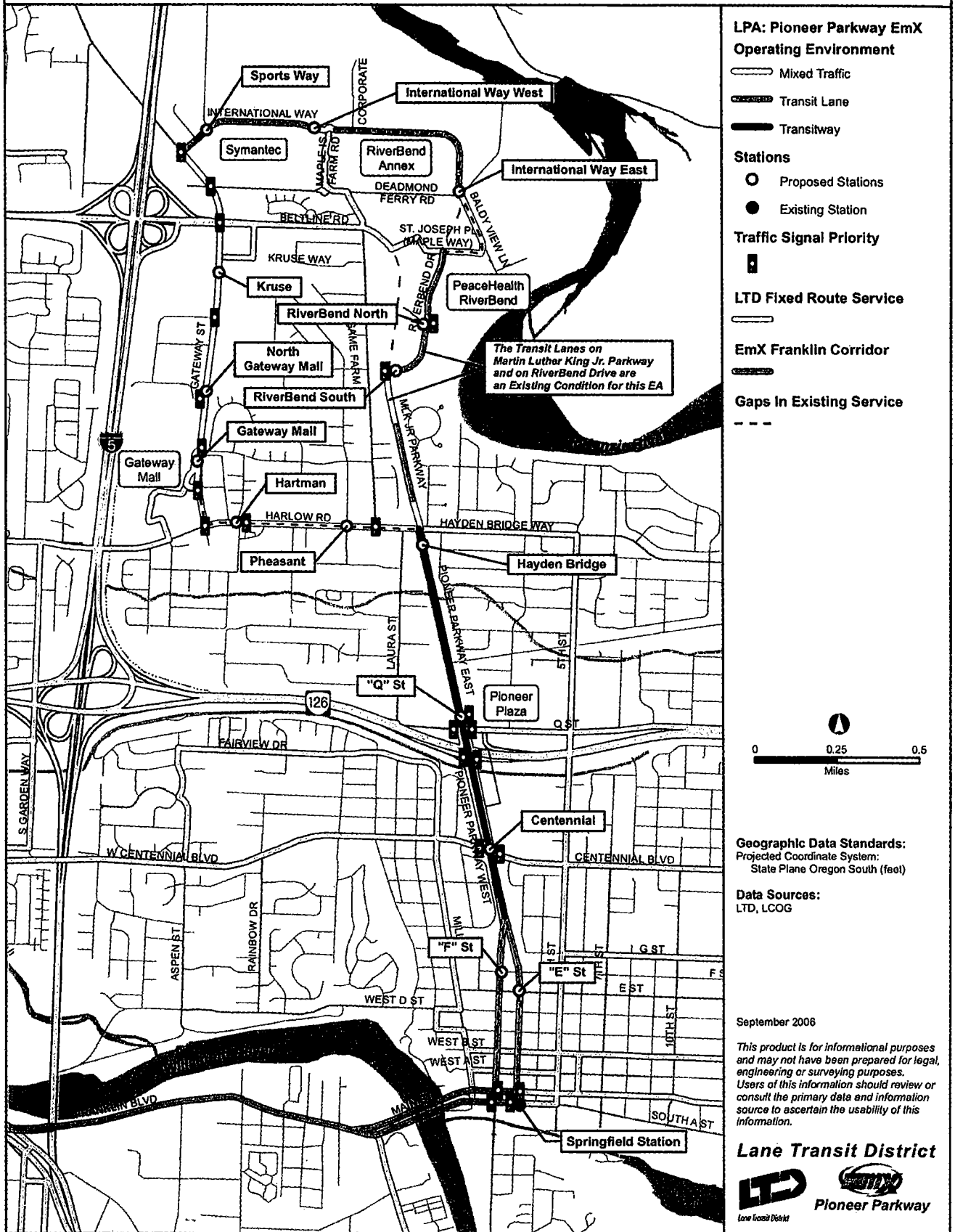
September 2006

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Lane Transit District



Figure E-2. Pioneer Parkway Corridor Locally Preferred Alternative



The Eugene-Springfield region anticipates a high level of population and employment growth over the next two decades. Between 2002 and 2025, congested miles of travel may increase from 4.1 percent to 15.4 percent of total miles traveled. Vehicle miles traveled (VMT) per capita may also increase from 11.46 to 11.75. Such a change would not only increase the cost of travel, but would reduce the efficiency of the region's roadway network.

The Gateway area in north Springfield is one of the most rapidly developing parts of the Eugene-Springfield metropolitan area. Between 1980 and 2002, employment within the Gateway area more than doubled, and the population increased by 12 percent. Employment in this area may double again by the year 2030. The major planned development for this area, the RiverBend complex, will include a major hospital, medical office buildings, commercial and retail uses, residential areas, and assisted living developments. It will house 4,000 employees and 800 residential units. The International Way area in the northern portion of the Gateway area is also expected to have considerable new development over the next 20 years. At full development, this area may house up to 5,000 employees.

The Pioneer Parkway EmX project was identified as the next extension in LTD's EmX system because it provides a cost-effective transit solution for easing the strain of growth on the transportation infrastructure between downtown Springfield and the Gateway area, would slow the deterioration of transit operations resulting from traffic congestion and delay, and would meet the goals of transportation and land use policies. With BRT, the peak hour transit mode share on congested corridors - a key plan performance measure - would increase from 7.9 percent to 10.1 percent. The percentage of drive-alone trips would decrease from 44.21 percent in 2002, to 40.21 percent in 2025. Along with other strategies, BRT will help provide a more balanced transportation system.

Alternative Screening and Selection Process

LTD implemented a five-phased process that progressed from selecting the Pioneer Parkway Corridor as the region's next priority for developing the planned EmX BRT system to selection of the LPA. Following is a brief description of the first four phases of project development that have led to the preparation of this EA, which constitutes the project's fifth phase:

- **Priority Corridor Selection.** During the priority corridor selection phase, which spanned from 2001, the City of Springfield LTD selected the Pioneer Corridor from among three alternatives to be pursued as the region's second EmX BRT corridor.
- **Alternative Alignment Selection.** During the alignment selection phase of project development, which included the project's first Federal Scoping Process, LTD worked with the public, stakeholders and the City of Springfield to narrow the range of possible alignments for the Pioneer Parkway EmX extension. This phase spanned from September 2002 through 2004.
- **Operational Options Selection.** During the operational options selection phase in 2005, LTD developed and applied seven different operational configurations for BRT service and applied them to five segment alignments within the Pioneer Parkway Corridor, ultimately selecting one or more of those operational options for each segment. This phase also included the project's second Federal Scoping Process, which resulted in using

the various operational options and segments to form two distinct BRT alternatives to be evaluated in the project's alternatives analysis.

- **Alternatives Analysis.** Alternatives analysis was used by LTD to analyze and evaluate five alternatives: the No-Build Alternative; the Transportation Systems Management (TSM) Alternative; BRT Alternative 1 and BRT Alternative 2 – the BRT alternatives were the result of the operational options phase and the second Federal Scoping Process. During spring 2006, LTD conducted an extensive public and agency outreach effort as part of the alternatives analysis process to solicit public and agency comments on the proposed EmX project and the technical analyses findings. This phase concluded in May 2006, with the selection of the project's LPA by the City of Springfield, the LTD Board of Directors and the Metropolitan Planning Committee. The LPA was formed by selecting the preferred option for each of the several segments that make up the Pioneer Parkway Corridor Project.

Alternatives Considered in the EA

As a result of the project's alternative's analysis process, this EA evaluates the transportation benefits, environmental impacts and financial implications of two alternatives: the LPA; and the No-Build Alternative.

LPA. Under the LPA, the proposed project would include: 7.8 total new route miles (round trip); 5.2 route miles of exclusive transit right-of-way (4.7 miles would be new); 14 new EmX stations (single median stations or pairs of one-way stations); new transit priority treatments at 23 traffic signals; and four additional BRT vehicles. The capital cost estimates for the LPA in year 2005 dollars would be approximately \$31.255 million. Of that total, approximately \$3.97 million would be associated with the procurement of BRT vehicles. The LPA is projected to cost approximately \$1.054 million to operate and maintain in 2030 (in 2005 dollars), approximately \$239,000 less than the No-Build Alternative, which would cost approximately \$1.293 million to operate annually.

No-Build Alternative. The No-Build Alternative is included in the EA analysis to provide a basis for comparison for the LPA. The corridor's bus route structure would remain similar to the existing system, with some increase in frequency as needed to maintain schedule reliability and avoid peak overloads. There would be no transit capital improvements or expansion of the existing fixed-route bus fleet with the No-Build Alternative.

Financial Considerations

Construction of the Pioneer Parkway LPA is estimated to begin in 2008 and operations of the new Pioneer Parkway EmX are anticipated to begin in 2010. Based upon that proposed construction schedule, LTD estimates that the project cost in inflated year-of-expenditure dollars would be \$36,986,000. The budget for the Pioneer Parkway EmX includes local match (20 percent) of \$3,397,000, which is made up of a \$5.4 million Connect Oregon Grant and \$1,997,000 from the LTD Capital Improvement Program, both of which are fully committed to this project. The proposed Federal share (80 percent) of \$29,589,000 would come from a Section 5309 New/Small Starts funds.

Implementation of the funding plan would depend on successfully obtaining the following:

- Finalizing the cost estimates, based on further engineering and stakeholder negotiations to finalize the major elements of the project design;
- FTA and Congressional Authority; and
- A Full Funding Grant Agreement or its equivalent between LTD and FTA, which would provide sufficient Section 5309 New Starts/Small Starts funds to finance opening day costs of the BRT component (if any) of the LPA.

Environmental Consequences and Mitigation

This EA reports on the potential environmental effects associated with the No-Build Alternative and the LPA. Each of the resources and issues reported on in this EA are summarized below and, unless specifically noted, the No-Build Alternative is not anticipated to cause impacts. A summary of environmental effects and possible mitigation measures also appears in the table at the end of this section.

Transportation

The No-Build Alternative would increase the operating expenditures required to maintain existing levels of transit service.

The LPA would provide increased connectivity and destination options in the project area, while reducing travel times. The LPA would improve or install traffic signals that would enhance vehicular, bicycle, pedestrian and transit safety. It could eliminate a total of 64 on-street parking spaces and 45 off-street parking spaces; however, LTD is committed to working with businesses, residents and the design team to minimize the total number of parking spaces eliminated.

Land Use and Economic Activity

The LPA supports the implementation of the Statewide Planning Goals and the Transportation Planning Rule. It is anticipated that the LPA would have beneficial effects on land use and economic activity by increasing accessibility between two significant nodal development areas in Springfield.

Land Acquisitions, Displacements and Relocation of Existing Uses

The LPA includes partial land acquisitions only, ranging in size from 50 square feet to approximately 16,000 square feet, and resulting primarily from the acquisition of small strips of right-of-way for road widening. It includes no full property acquisitions, and no displacements.

A total of 64 on-street and 45 off-street parking spaces would also be eliminated, however, LTD is committed to working with businesses, residents and the design team to minimize the total number of parking spaces eliminated. The LPA design would not have any impacts to driveway access.

Neighborhoods and Communities

Under the No-Build Alternative, there would not be service along Pioneer Parkway or on Hayden Bridge Road (Harlow Road) between Gateway Street and Pioneer Parkway. Residents along and near Pioneer Parkway could access transit service on 5th Street. All but two of the neighborhood areas considered in this evaluation have rates for transit use that equal or exceed the average rate for the Eugene-Springfield MSA. The No-Build Alternative would not offer improved service to a population that is more transit-dependent than the metropolitan area as whole.

With the addition of BRT, neighborhoods in the corridor would not only have greater access to transit, but also have access to a transit mode that is faster and more dependable than traditional bus service. The addition of public transportation along Pioneer Parkway would allow residents easier access to employment centers and community facilities.

Noise and Vibration

Noise from this project is not expected to increase noticeably, nor is it expected to meet or exceed FTA noise impact criteria.

Air Quality

The LPA is projected to reduce regional VMT when compared with the No-Build Alternative, would result in a reduction of regional air pollution emissions, and would meet regional conformity requirements.

Energy

Compared to the No-Build Alternative, the LPA is estimated to use approximately 79 x 10⁶ Btu less total energy. Additionally, the LPA would reduce fuel use over the No-Build Alternative.

Visual and Aesthetic Qualities

Under the LPA, some existing trees would be removed in the South Segment, and likely in the Martin Luther King Jr. Parkway – International Way Segment. The removal of the trees and potential impacts to visual and aesthetic qualities would range from low to high. Mitigation measures would be employed to avoid tree impacts where practicable and replace trees that are removed.

The introduction of EmX stations, which are larger in footprint and more noticeable than traditional bus stops, may have low to moderate adverse visual impacts. A northbound EmX station is proposed on the corner of Pioneer Parkway East and South E Street; this station is inside the Washburne Historic District. A southbound EmX station is proposed at the corner of Pioneer Parkway West and South F Street; this station is located outside but proximate to the Washburne Historic District boundary. The two EmX stations in this area have been designed to be small in scale and to use natural brown and green colors that blend in with the natural surroundings, thereby, creating no effect to the Washburne Historic District.

Hazardous Materials

A total of 33 sites with recognized environmental conditions are proximate to the proposed LPA alignment. None of the identified sites will be displaced and 4 properties may involve a partial acquisition. To reduce the risk of liability, a Phase I Environmental Site Assessment (ESA) should be completed at each of the acquisition sites.

Historic, Archaeological and Cultural Resources

Along the South Segment, four potentially significant historic resources and the Washburne Historic District have been identified. The LPA, including the station in this District and the station near this District, would not adversely effect the historic district or its resources. The two project stations in this area have been designed to be small in scale and to use natural brown and green colors that blend in with the natural surroundings, thereby, creating no effect to the Washburne Historic District. The LPA would have no effect on the remaining four resources. A February 13, 2006 letter from the Springfield Historic Commission indicates their approval of the project, given the design conditions indicated (Appendix 3-5).

Parklands and Recreation Areas

The sports field complex associated with Hamlin Middle School and Moffitt Elementary School would be affected by the widening of Pioneer Parkway East. In a letter dated February 28, 2006, the School District has indicated that the Moffitt Elementary/Hamlin Middle School grounds do not qualify as a Section 4(f) Resource because these grounds are not considered generally open to the public, nor are they considered a public park or recreation area (Appendix 3-7). With a safe and substantially built barrier between the transit facility and the school grounds, the School District does not anticipate any adverse affect to attributes or use of the property.

Ecosystems

Under the No-Build Alternative, without the proposed improvements of the mass transit system it is anticipated that additional infrastructure (roads and other impervious surfaces) would need to be constructed to accommodate increased traffic volumes. The cumulative effects to wetlands and waterways over time from this type of development could increase stormwater discharge and habitat destruction, thereby increasing pollutant loading and causing harm to these resources.

The impact to wetlands and waterways, vegetation, wildlife, and fisheries caused by increased runoff and pollution could be expected to be less under the LPA than under the No-Build Alternative.

No construction or operational impacts to aquatic species or designated critical habitat are anticipated because none of the species or habitat occurs within the project corridor. Any project effects would not extend to areas occupied by these species. No in-water work or other construction activities would impact the nearby Willamette and McKenzie Rivers containing critical habitat. All stormwater runoff from project areas will be retained and/or treated to meet water quality standards.

Given the location, the type of work proposed, impact avoidance measures, and lack of presence in the project area, no effect on steelhead, Chinook salmon, bull trout or Oregon chub, would occur. No effect on Chinook EFH, or designated critical habitat for steelhead and Chinook

salmon would occur. Effects to Threatened, Endangered and sensitive species are expected to be minimal to none.

Water Quality and Hydrology

It is anticipated that the LPA would decrease vehicular traffic, thereby reducing the generation of pollutants on the roadways. Along with the likely addition of stormwater quality treatment facilities, the LPA's anticipated decrease in pollutant loading would reduce overall water quality impacts in the corridor to a level below those anticipated as a result of the No-Build Alternative.

Evaluation of Alternatives

LTD evaluated the effectiveness, equity and major trade-offs for the No-Build Alternative and the LPA for the Pioneer Parkway Corridor. Evaluation of the effectiveness of the Pioneer Parkway Corridor was based on six criteria (described in greater detail in Chapter 6). Key findings of this evaluation include:

- The LPA would result in 10,240 residential units that would have quarter-mile access to a transit stop in 2025, compared to 9,840 residential units under the No-Build Alternative.
- The LPA would result in 21,260 jobs in 2025 that would have quarter-mile access to a transit stop, compared to 20,610 jobs under the No-Build Alternative.
- The average percentage reduction of in-vehicle transit travel times with the LPA would be 33.4% compared to the No-Build Alternative.
- By providing approximately 5.2 miles of exclusive transit right-of-way, transit service in the Pioneer Parkway corridor under the LPA would tend to operate more quickly and more reliably than under the No-Build Alternative.
- Under the No-Build Alternative there would be approximately 2,730 rides originating in the corridor on an average weekday in 2030, compared to approximately 3,890 rides under the LPA, an increase of approximately 1,160 rides, constituting a 42.5% increase.
- The LPA would be the least costly to operate, with annual corridor operating costs in 2030 of approximately \$1.05 million (2005 dollars), compared to the No-Build Alternative, which would cost approximately \$1.2 million to operate per year, a savings of approximately \$238,900 per year.

Social equity is a measure of the adverse impacts and benefits of the project to minority and low-income neighborhoods and the provisions of LTD's Disadvantaged Business Enterprise (DBE) program for contracts that would be used to construct the project. Key findings include:

- According to the 2000 US Census, 10 out of 12 neighborhoods in the Pioneer Parkway Corridor have percentages of their population that are minority, Hispanic and/or low-income that are greater than the regional average.
- There would be no significant noise and vibration impacts.
- The LPA would reduce regional VMT when compared with the No-Build Alternative and would result in a reduction of regional air pollution emissions.

- LTD administers a Federal DBE program consistent with the policies and requirements set forth in 49 CFR Part 23.

The project alternatives were evaluated for significant trade-offs between the alternatives as well as benefits of one alternative over the other. Key findings include:

The No-Build Alternative would:

- avoid the expenditure of approximately \$31.3 million (2005 dollars) in capital expenditures to construct EmX improvements and to buy BRT vehicles associated with the LPA.

LPA would:

- avoid inconsistencies with local land use plans that call for constructing a BRT system connecting major activity centers in the Pioneer Parkway Corridor that would occur with the No-Build Alternative;
- save \$238,900 in annual operating costs that would occur under the No-Build Alternative;
- reduce in-vehicle and total transit travel times between select major activity centers by an average of 33.4 percent and 30.4 percent, respectively,
- increase average weekday P.M. peak period transit mode share from the corridor's three major activity centers by 0.19 to 2.28 percentage points,
- add 4.7¹ lane miles of exclusive right-of-way for transit use resulting in 9,660 average weekday transit passenger miles in the corridor that would use that exclusive transit right-of-way,
- increase corridor transit ridership by 42.5 percent (an additional 1,160 linked trips),
- increase average weekday corridor place miles and passenger miles by 66.0 percent and 75.4 percent, respectively.
- the LPA would avoid inconsistencies with local land use plans that call for constructing an EmX system connecting major activity centers in the Pioneer Parkway Corridor and the expenditure of an additional \$238,900 in annual operating costs that would occur under the No-Build Alternative; while the No-Build Alternative would provide no significant benefit to transit operations and service in the corridor.

Summary of Impacts and Mitigation

The following table summarizes impacts, benefits and possible mitigation measures associated with the No-Build Alternative and the LPA under consideration for the Pioneer Parkway Corridor.

¹ The No-Build Alternative includes 0.5 miles of exclusive right-of-way. The LPA adds an additional 4.7 miles for a total of 5.2 miles of exclusive right-of-way.

Summary of Impacts, Benefits and Mitigation Measures of the No-Build Alternative and the LPA in the Pioneer Parkway Corridor			
Technical Discipline	Potential Impacts		
	Adverse	Beneficial	Possible Mitigation
Air Quality			
No-Build	None	None	None required
LPA	None	Expected to reduce regional VMT and result in reduction of regional air pollution emissions	None required
Noise & Vibration			
No-Build	None	None	None required
LPA	None	None	None required
Transportation - Vehicular			
No-Build	None	None	None required
LPA	None	None	None required
Transportation - Non-vehicular (Transit, Pedestrian, Bicycle, Parking, Freight, Emergency Services)			
No-Build	Increased operating expenditures required to maintain existing level of transit service.	Transit would be added to serve the new medical facility at RiverBend	None required
LPA	A total of 64 on-street parking spaces and 45 off-street parking spaces would be eliminated.	<ul style="list-style-type: none"> o Existing LTD routes in the area will be redesigned to provide increased connectivity and destination options. o BRT build alternatives are projected to offer reduced travel times. o Existing traffic signals will be improved or new traffic signals or other transit-actuated traffic controls will be installed to enhance vehicular, bicycle, pedestrian and transit safety. 	Conduct further analysis of LPA operations with project design team to determine if possible to retain parking through alignment changes.
Land Use and Economics			
No-Build	<ul style="list-style-type: none"> o Does not offer the basis for future nodal development within the corridor. o Does not implement the policies found in local, regional and state plans. 	None	None required
LPA	Loss of up to 64 on-street parking spaces and 45 off-street parking spaces could have adverse economic impacts on businesses	<ul style="list-style-type: none"> o Provides a basis for future nodal development within the corridor, particularly in the RiverBend area. o Permanence of stations will help promote compact, pedestrian-oriented development reinforcing ridership and implementing state and regional goals to minimize impacts to farms. 	<ul style="list-style-type: none"> o Avoid parking loss through redesign, where feasible. o Replace parking if necessary and where feasible.
Energy			
No-Build	None	None	None required

Summary of Impacts, Benefits and Mitigation Measures of the No-Build Alternative and the LPA in the Pioneer Parkway Corridor			
Technical Discipline	Potential Impacts	Adverse	Possible Mitigation
Utilities			
No-Build		None	None required
LPA	<ul style="list-style-type: none"> LPA would save approx. 67,280 gallons of gasoline and 77,430 gallons of diesel compared to No-Build Alternative LPA would use approximately 79 x 10⁶ Btu less total energy 		None required
Neighborhoods and Communities			
No-Build	<ul style="list-style-type: none"> Limited potential for sufficient mode shifts away from motor vehicle travel to transit to improve congested conditions 	None	None
LPA	<ul style="list-style-type: none"> During construction, temporary short-term impacts could result from increased traffic, noise, vibration, and dust during construction as well as reduced access. Mature vegetation, including trees, would be removed from some areas to accommodate construction of the project 	<ul style="list-style-type: none"> LPA could increase connectivity between existing and future neighborhoods, and existing employment areas, services, community facilities and commercial areas (e.g., Hamlin Sports Complex, Gateway Mall, International Way, Meadow Park) as well as newly established areas, such as RiverBend. 	<ul style="list-style-type: none"> Special construction signage and advertising and promotions will be used to maintain businesses' customer base during construction and to inform neighborhood residents of construction timing. Replace vegetation where applicable.
Acquisitions & Displacements			
No-Build		None	None required
LPA	<ul style="list-style-type: none"> 35 partial acquisitions totaling approximately 2.7 acres. The potential acquisitions are not anticipated to result in significant cumulative effects. The anticipated acquisitions are along existing roadways and will not result in any business or residential displacements or loss of shoulders or sidewalks used by pedestrians, bicycles, or in emergency situations. 64 on-street parking spaces and 45 off-street parking spaces would be eliminated 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> In final design considerations, use existing right-of-way wherever possible, and if operationally feasible, use a single, bi-directional lane to minimize land acquisition. Avoid parking loss through redesign, where feasible. Replace parking if necessary and where feasible.
Visual and Aesthetic Qualities			
No-Build		None	None required

Summary of Impacts, Benefits and Mitigation Measures of the No-Build Alternative and the LPA in the Pioneer Parkway Corridor			
Technical Discipline	Potential Impacts		
	Adverse	Beneficial	Possible Mitigation
LPA	<ul style="list-style-type: none"> Tree removal, introduction of new transitways, and construction of new EmX stations could negatively affect the visual quality of the Pioneer Parkway median, south of Highway 126. Potential low to moderate level of impact associated with changes to Pioneer Parkway median north of Highway 126. 	None	<ul style="list-style-type: none"> Use appropriate context sensitive design for new EmX stations and street landscaping based on local design standards to avoid or minimize impacts. Replace vegetation where applicable.
Historic, Archaeological & Cultural Resources			
No-Build	None	None	None required
LPA	None	Beneficial effects may include improved access to Washburne Historic District and its historic resources.	None required
Parklands and Recreation Areas			
No-Build	None	None	None required
LPA	Acquisition of a strip of land from the Moffitt Elementary School and Hamlin Middle School sports field complex	None	Construct a safe and substantial barrier between transit facility and school grounds
Ecosystems			
No-Build	None	None	None required
LPA	<ul style="list-style-type: none"> Removal of approximately 166 trees along Pioneer Parkway between F Street and Hayden Bridge Way (Harlow Road) Net new impervious area is approximately 211,000 square feet 	<ul style="list-style-type: none"> Decreased traffic volumes would result in less need for new infrastructure improvements and ultimately fewer impacts to wetlands, waterways, vegetation, wildlife and fisheries compared to the No-Build Alternative 	<ul style="list-style-type: none"> All stormwater runoff from project areas will be retained and/or treated to meet water quality standards No in-water work would occur where listed fish are present BMPs would be used to control water quality impacts
Water Quality & Hydrology			
No-Build	None	None	None required
LPA	Net new impervious area is approximately 211,000 square feet potentially increasing the volume and rate of stormwater runoff, and decreasing infiltration during storm events.	Addition of stormwater quality and detention facilities could improve groundwater infiltration and water quality.	<ul style="list-style-type: none"> All stormwater runoff from project areas will be retained and/or treated to meet water quality standards BMPs would be used to control water quality impacts

Summary of Impacts, Benefits and Mitigation Measures of the No-Build Alternative and the LPA in the Pioneer Parkway Corridor			
Technical Discipline	Potential Impacts		
	Adverse	Beneficial	Possible Mitigation
Hazardous Materials			
No-Build	None	None	None required
LPA	The LPA would require the disturbance of subsurface material during construction and may require the partial acquisition of property that contains recognized environmental conditions.	Because any discovery of a hazardous material during construction is likely to be remediated, development of the LPA could result in reduced hazardous materials exposure to the general public.	<ul style="list-style-type: none"> o A Phase II Environmental Site Assessment may be required as part of due diligence to further evaluate the presence of hazardous substances and/or petroleum hydrocarbons on property that would be partially acquired as part of the LPA. o Level of potential exposure to hazardous material could be minimized through a soil management plan. o Direct short-term impacts should be mitigated during construction activities. Mitigation actions will vary depending on site conditions, the nature and extent of contamination, the affected media, and potential receptors. o An environmental response contingency plan should be used to help mitigate indirect impacts from potential releases of hazardous substances and petroleum products.
Soils & Geology			
No-Build	None	None	None required
LPA			

MINUTES

Lane Transit District EmX Steering Committee

Pursuant to notice given to *The Register-Guard* for publication on March 30, 2006, a meeting of the Lane Transit District EmX Steering Committee was held at 5:30 p.m. on Tuesday, April 4, 2006, in the Lane Transit District Board Room, 3500 East 17th Avenue, Eugene, Oregon.

PRESENT: Gerry Gaydos, Lane Transit District Board Member (Chair)
Debbie Davis, Lane Transit District Board Member
Dean Fuller, Oregon Department of Transportation
Tammy Fitch, Springfield City Councilor
Dave Jewett, At-Large
Dean Kortge, Lane Transit District Board Member
Steve Gordon, At Large
Dan Egan, At Large

ABSENT: George Poling, Eugene City Councilor
Peter Sorenson, Lane County Commissioner

I. CALL TO ORDER

Mr. Gaydos opened the meeting of the EmX (BRT) Steering Committee and welcomed those present. He said the main agenda item was a topic of importance to the Lane Transit District (LTD) Board of Directors and the Springfield City Council. Mr. Gaydos encouraged members' questions and comments.

II. ROLL CALL

The roll was called, with Mr. Gaydos, Ms. Davis, Mr. Fuller, Ms. Fitch, Mr. Jewett, Mr. Kortge, Mr. Gordon, and Mr. Egan present. Also present were Stefano Viggiano, Graham Carey, Anita Yap, and Dan Tutt of the Lane Transit District, and Brian Barnett and Gary McKenny of the Springfield Public Works Department.

III. CHAIR'S COMMENTS

Mr. Gaydos had no comments.

IV. MINUTES

Mr. Gaydos determined that members had no changes to the minutes of March 7, 2006, and deemed them accepted as submitted.

V. PUBLIC COMMENT

Dave Sohm, 280 East 11th Avenue, a member of the Coburg Stakeholders Committee, criticized the proposal to run the EmX line down Harlow Road in the median. He said that property owners were told there would be gaps for left turns over four lanes, but he did not know what kind of grant of access that was. He believed the use of the median would also pose a problem for drivers and suggested it was better to use curbside lanes beginning with pullouts and queue jumps. He asked that LTD not deny access to businesses, pointing out that business owners paid the tax that supported the District.

VI. PIONEER PARKWAY CORRIDOR

Mr. Carey provided a brief overview of the public input associated with the preferred design development process.

Mr. Carey emphasized that staff were asking the committee to select a locally preferred design to forward to the LTD Board of Directors and Springfield City Council, not a final design.

Using a PowerPoint presentation, Mr. Carey led the committee on a segment-by-segment review of the Pioneer Parkway Corridor, and noted the issues that had been identified by the public or staff for each segment. Members asked questions clarifying the design details of each segment.

C to 7th Street

Mr. Carey identified the elimination of on-street parking on Pioneer Parkway East and West and the station location on Pioneer Parkway East as issues of concern for members of the public in regard to the alternatives under consideration. LTD was working with the affected businesses to relocate and preserve on-street parking in key areas. Speaking of the issue of the station location, which was in a historic district, Mr. Carey said the Springfield Historic Commission had reviewed the proposal and was satisfied with the location and design of the station.

F Street to Centennial Boulevard

Mr. Carey shared two alternatives for this segment, one showing one bus in the median and the other showing two buses using the median. He noted that concern was expressed about the pedestrian separation from the route under Alternative 2 and general concern was expressed about the retention of green space in the median. Staff recommended Alternative 1 in this segment to preserve as much of the median as possible.

Centennial Boulevard to Highway 126

Mr. Carey carried forward the two alternatives from the previous segment to this segment and recommended that LTD retain as much of the median as possible and widen the road 15 feet to achieve that goal. The school district, owner of the affected property, which currently contained sports fields and a running track, had no objection. Mr. Egan expressed concern about the impact of the corridor on the track and asked who paid to move the affected facilities. Otherwise, he had no objection, and his concerns about the track were somewhat mitigated when he learned that the road would be widened by only 15 feet. Mr. Carey emphasized that LTD was attempting to follow the desire of the public by preserving the median in this area. He noted that there was an issue related to how buses traveled under Highway 126 and the possibility that the bus might have to share space with a multi-use path; staff were contemplating the use of railing to separate the facilities.

Highway 126 to Pioneer Plaza

Mr. Carey indicated that staff recommended Alternative 1 to preserve the median in this segment.

Pioneer Plaza to Hayden Bridge Way

Mr. Carey noted that staff also sought to preserve the median in this segment.

Ms. Fitch determined from Mr. Carey that the bus, traveling north, would be in the left lane of traffic. Ms. Fitch said she heard concerns expressed by parents at the open houses about the need for children to exit the bus and cross the street prior to the roundabout. Mr. Carey clarified that the crosswalk would be to the north of the stop. Ms. Fitch perceived the bus as adding to the conflict between pedestrians and vehicles. Mr. Carey suggested that the issue was the same for all the median stations. He pointed out that the median location cut the crossing distance in half if one had to cross the street to reach transit in the morning and leave it at night. Ms. Fitch concurred, but said most other median stops were not located right next to a two-lane roundabout. Mr. Viggiano observed that the station location, which was south of the crosswalk, would be at a distance that allowed for adequate sight lines and safe pedestrian passage.

Martin Luther King Jr. Parkway to River Bend Drive

Mr. Carey identified no issues in this segment, noting that lane construction was already occurring.

International Way

Mr. Carey noted the staff-recommended alternative for the segment, involving the removal of bicycle lanes from International Way and the construction of a separate bicycle-pedestrian path on either side. He identified no issues in this segment.

Gateway Street

Mr. Carey noted the recommendation for a single-lane transit way.

Gateway Loop to Kruse Way

Mr. Carey noted the station location at Kruse Way and indicated that LTD staff would like to see more access management in this area. Staff were proposing a single-lane transit way with additional signals to accommodate left-hand turns to adjacent commercial property. Left-turn access also would be provided at Gateway Loop.

Gateway Street

Mr. Carey shared a view of Gateway from the North Mall Access Road. A combination of two lanes and single lanes would travel through the area.

Gateway Mall Station

Mr. Carey noted the location of the current station in the interior of the mall parking lot and the site of the proposed station at the periphery of the parking lot to provide more "touch and go" service. He said the current configuration took considerable travel time as buses had to go through the parking lot to reach the station.

Mr. Viggiano clarified that the station would serve both the EmX route and regular buses. He observed that there was no left-turn access in this area now, except at signalized intersections, so that was not an issue in this segment.

Harlow Road

Mr. Carey discussed the concerns expressed by the owners of commercial property in the area regarding left-turn access. He said that LTD's proposal to restrict such turns was not acceptable to those businesses, so LTD was proposing to maintain such access in some locations and was working with the City of Springfield to resolve those issues. If LTD

could not accommodate the interests of business, the fallback was for EmX vehicles to travel in mixed traffic.

Mr. Carey concluded by recommending that the committee forward a recommendation of support for the preferred design to the Springfield Council and LTD Board.

While she acknowledged the reduction in travel time for buses, Ms. Fitch expressed concern about the distance riders would have to travel from the Gateway station to reach the mall and the potential that riders would be walking to the mall through the parking lot. She also expressed concern that the rest of the road south from Postal Way needed to be studied and that had not occurred. Ms. Fitch said that, depending on the time of day, motorists had to wait through several lights. She suggested that decisions on the route were being fast-tracked while there were several other issues that remained to be resolved. Ms. Fitch referred to the signalization at Gateway and Harlow and suggested that until the roundabout was completed, there was no way to know how much traffic it would take from Gateway.

Ms. Fitch shared the concerns expressed by local businesses located on Harlow Road. She did not want to cut off their access.

Ms. Fitch said that some councilors were concerned that if LTD did not succeed with EmX, this process might destroy some people's ability to get around in their vehicles. She said that an LTD representative had been quoted as saying that the goal was to make congestion so bad that people wanted to get out of their cars. That had not gone over well with the councilor who supplied the quote. She wanted assurance that the system did not harm the transportation system for the 97 percent of residents who drove cars for the sake of 3 percent bus system ridership. She supported the EmX system but suggested that from Gateway to Harlow buses run in mixed traffic at this point in time while the area developed further. She preferred that all issues be worked out prior to construction to ensure that no infrastructure was built that had to be removed later.

Speaking of the proposed station relocation at Gateway Mall, Mr. Jewitt suggested an approach similar to that taken at the Eugene Airport, where motorists parked in the parking lot and traveled to the airport on a dedicated covered walkway. If that did not occur, he thought riders would be discouraged from using the bus to reach the mall. Mr. Carey agreed that a safe passage for riders was needed.

Mr. Egan believed that Ms. Fitch's points were well-taken. He endorsed staff's attempt to reach a mutually satisfactory resolution regarding parking with the business owners on Pioneer Parkway East. Although he had no objection to the station location in the historic district, he recommended that LTD staff also check in with the Washburne Neighborhood Group regarding the topic.

Mr. Egan found the Gateway and Harlow segments of the route problematic. He said the Springfield Chamber of Commerce wanted to support the system, with the condition that

it would not impede anyone's ability to make a left-hand turn into a commercial business. Mr. Egan questioned what advantage LTD gained by not traveling in mixed traffic on Harlow Road, given the shortness of the segment in question. He said that was too short of a segment to expend resources establishing traffic patterns for the development that existed now. Mr. Egan envisioned that commercial development there would be more intensely developed in the future which needed to be taken into account. He suggested that LTD avoid doing anything definitive or permanent in the corridor now.

Mr. Egan said it was unsafe and unacceptable for people to walk through the parking lot to reach the mall from the Gateway station. A covered walkway that restricted traffic would be acceptable to him. He suggested, alternatively, that the station be located in the back of the mall.

Mr. Egan said that Gateway was a fluid area, and he anticipated that a significant change would occur in the near future. He wanted to avoid setting a pattern for development that would not be in place in 20 years.

Mr. Egan said that those who contacted the Chamber had been adamant about the need to maintain auto access to businesses.

Ms. Fitch noted the Springfield Council's past support for the use of queue jumpers to provide buses with a head start at lights. She suggested that this could help with bus movements at failing intersections without being disruptive to businesses.

Mr. Gaydos asked if curbside lanes on either side of Harlow Road would work. Mr. Carey said that the road would have to be widened considerably.

Mr. Viggiano said that LTD must prepare an Environmental Assessment for all options. He said that multiple options gave LTD more flexibility. Mr. Viggiano suggested that the committee could forward both the exclusive lane options and the Transportation Systems Management (TSM) option now for evaluation, and their implementation could be decided upon later.

Mr. Egan questioned what benefit LTD realized by not traveling in mixed traffic along Harlow between Hartman and Pheasant roads. Mr. Carey said there were delays created by congestion, such as at the intersection at Hartman, and the project offered LTD an opportunity to do something to address the problem with minimal impact. In the future, it would be more difficult to do something to resolve the traffic issues that existed in the segment. Mr. Egan did not perceive the same level of delays, saying that the major advantage appeared to be that LTD could do it now. He said that this section design might be an obstacle to getting approval of the system. He thought it would be a "hard sell" for residents, who already saw buses in mixed traffic now and had heard of no problem with the bus service.

Mr. Kortge noted that he had experienced some of the delay in traffic caused by congestion at peak hours and had to sit through at least two lights at Hartman.

Mr. Viggiano believed that the major benefit to dedicated lanes was created when the buses approached the signalized intersections and gained an advantage through an exclusive lane. He said that many systems had waited until congestion got so bad that transit was considered a solution, but then it was difficult to install any system anywhere. LTD believed that it would be much easier to install the system now and let the community grow around it.

Mr. Viggiano said that the area of Harlow proposed to be served was not currently served by buses, and the #12 Harlow bus was frequently delayed on Gateway Street.

Mr. Gordon commended the work done by staff in trying to retrofit the EmX system to already developed areas. He thought the few conflict points identified indicated that LTD staff had been listening to the input they heard. Mr. Gordon endorsed the use of covered guided walkways at the Gateway Mall, as he believed people would be willing to walk to the mall if the bus service was good.

Speaking of the issues identified along Harlow Road, Mr. Gordon suggested a mixed-traffic approach in the short-term, with an ultimate goal of having a master road plan requiring that any new development or change in use must buy into the planning for the route. He agreed with Mr. Egan that the area would redevelop over time, and there would be opportunities for LTD to work with new businesses in accommodating the long-term design.

Mr. Gaydos agreed with the remarks of Mr. Egan and Mr. Gordon, but said that if LTD told people the route would be a fixed guideway for light rail, different kinds of development would occur. If a mixed-traffic approach were chosen, it should not be the permanent approach, or areas would continue to develop in less dense ways.

Ms. Fitch, seconded by Mr. Kortge, moved to approve the staff recommendation for the segments of the route from downtown to Martin Luther King Jr. Parkway/River Bend/International Way. The motion passed unanimously.

Mr. Jewitt, seconded by Mr. Kortge, moved to approve the staff recommendation, as long as it was clarified to the Council and Board, using both visual and written mediums, that what was proposed at Gateway to Pioneer Parkway represented two to three different approaches in one proposal. Further, the proposal should stipulate that the medians would not deny left-turn access and attempts would be made to arrive at consensus with the adjacent business owners about the median treatment and left-turn access, with agreement to revert to the TSM approach if consensus could not be reached.

Ms. Fitch rephrased the motion, accepted by Mr. Jewitt and Mr. Kortge, that the LTD staff not exclude anything for the Gateway-Harlow Road segment of the corridor, but at this point indicate to the Board and Council that the Committee had no preferred option in order to allow all options to be studied when the District had more information prior to construction. The motion passed unanimously.

VII. OTHER BUSINESS

There was no other business.

VIII. NEXT MEETING

No issues were raised by committee members.

IX. ADJOURNMENT

The next regular committee meeting was scheduled for June 6, 2006, at 5:30 p.m.

X. ADJOURNMENT

The meeting adjourned at 7:23 p.m.

(Recorded by Kimberly Young)



Lane Transit District

Pioneer Parkway EmX Corridor Environmental Assessment Open House Summary October 3, 2006

Lane Transit District conducted a public open house on Tuesday, October 3, 2006, at the City of Springfield Library Meeting Room to provide an opportunity for the public to review and comment on the Pioneer Parkway EmX Environmental Assessment (EA).

A notice was published in *The Register-Guard* on Wednesday, September 20. A postcard was mailed to approximately 7,000 property and business owners (see attached) regarding the availability of the EA for review, public comment period, and the date of the open house. In addition, a Notice of Availability letter was sent to individuals that expressed interest in the project (see attached). The EA is available for review at the Springfield Library, Springfield City Manager's office, Eugene Public Library, and LTD Glenwood administrative offices. The EA also can be viewed on the Web at www.ltd.org.

At the open house, approximately 14 community members attended (see attached sign-in sheet), along with City of Springfield staff from Transportation, Economic Development, and the Fire Department. A sign language and Spanish language interpreter were available for assistance at the meeting.

A copy of the EA was available for review, along with the Executive Summary, as a handout. Comment forms were distributed to attendees.

LTD did not receive written comments at the open house. Discussions with staff raised issues that were not directly related to the EA. The general issues discussed at the meeting included:

- Wanting more fixed-route service in various areas of Springfield.
- A question about the type of art that may be incorporated at EmX stations.
- Concerns about how employees will get to the new RiverBend Hospital when it opens.
- Questions regarding pedestrian movements around the Martin Luther King Jr. Parkway roundabout.
- Discussion with City of Springfield Fire and Life Safety Marshall, Al Garrard, about managing incidents in the exclusive EmX facilities. He was informed by LTD staff that fire and life safety issues take precedent over EmX service and that the EmX vehicles would be rerouted around an incident. He indicated that this will meet the department's needs.

A Technical Advisory Committee (TAC) meeting is scheduled for Monday, October 16.