

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session and Possible Action: West Eugene EmX Extension

Meeting Date: March 9, 2011

Agenda Item Number: B

Department: Public Works Engineering
www.eugene-or.gov

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ISSUE STATEMENT

The City Council has this opportunity to continue the discussion from February 23, 2011, regarding the proposed extension of EmX service to West 11th Avenue. Additional information, as requested by the council, has been provided by Lane Transit District (LTD) in Attachment A.

The council may take action at this meeting. The project review schedule was organized to provide the council an opportunity to select a preferred build route during the March 9 work session. The LTD Board's discussion to consider delaying a decision until June/July did not automatically change this schedule.

BACKGROUND

On October 9, 2006, the Eugene City Council voted to identify West 11th Avenue as the City's priority for planning the next extension of EmX. The LTD Board of Directors endorsed the Eugene City Council's action. Based on this direction, staff began planning the West Eugene EmX Extension.

On January 24, 2011, the City Council received an update on how 58 alternatives had been reduced in response to preliminary environmental review and issues raised by area residents, businesses, and affected property owners. On January 31, the Joint Locally Preferred Alternative (LPA) Committee made a draft recommendation that the 13th – 11th Avenue mitigated alternative become the locally preferred alternative for further environmental review along with the No-Build alternative. Public open houses were held on February 1 and 8 to highlight the mitigation measures incorporated into the project design and to reflect the Joint LPA Committee's recommendation. A public hearing was held on February 8, at which time members of the three deciding bodies (City Council, LTD Board of Directors, and the Metropolitan Policy Committee) had an opportunity to submit written questions.

On Monday February 14, the Joint LPA Committee made its final recommendation (from draft minutes):

Mr. Pryor, seconded by Ms. Ortiz, moved that the LTD JLPAC recommend to the Eugene City Council, the Metropolitan Policy Committee, and the Lane Transit District Board of Directors that the West 13th-West 11th Avenue Mitigated Concept Alternative (3MC) and the West 6th/7th/West 11th Mitigated Concept Alternative (5MC) be forwarded along with the No-Build Alternative into the

federal environmental review process for further analysis. LTD would incorporate mitigation measures identified through subsequent analysis.

Mr. Pryor amended the motion to include mitigation measures B, C and L. Ms. Ortiz accepted the second to the motion.

The motion passed 7:1, with Mr. Evans, Mr. Eyster, Mr. Chickering, Mr. Leiken, Ms. Ortiz, Ms. Piercy and Mr. Pryor voting in favor of the motion, and Mr. Gillespie voting against the motion.

The Joint LPA Committee discussed a desire to have the Eugene City Council consider both build alternatives in the context of its land use planning deliberations.

At its February 23 work session, the City Council discussed procedural options and requested additional information. Lane Transit District's response is provided in Attachment A.

The main questions before the City Council are:

Is the council prepared to make a decision on a locally preferred alternative (LPA) at this meeting?

- a. If the answer is "Yes," does the council adopt as the LPA the 13th Avenue Alternative, the 6th/7th Avenue Alternative, or the No-Build Alternative?
- b. If the answer is "No," should the council request that Lane Transit District and the Metropolitan Policy Committee delay the LPA selection process until the council is prepared to make a decision?

For reasons of timing with the federal Small Starts grant applications and cost, Lane Transit District prefers that a single LPA be selected at this meeting. However, if the council requests that the LPA selection process be delayed in the interest of gathering more information, the federal environmental review process will also need to be delayed until a single LPA is selected to avoid substantial additional costs and uncertainty in the process. Note that the environmental review process will consider the LPA and the No-Build option.

RELATED CITY POLICIES

From Eugene-Springfield Transportation System Plan (TransPlan):

TSI Transit Policy #2: Bus Rapid Transit

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 mode split along BRT corridors, if local governments demonstrate support, and if financing for the system is feasible.

From the Growth Management Policies:

Growth Management Policy 11

Increase the use of alternative modes of transportation by improving the capacity, design, safety, and convenience of the transit, bicycle, and pedestrian transportation systems.

COUNCIL OPTIONS

1. Select a single locally preferred alternative (e.g., the 13th Avenue or 6th/7th Avenue alignment with specific mitigation as described by the Joint LPA Committee).
2. Select the “No-Build” alternative. This action would end the project.
3. Request that Lane Transit District and the Metropolitan Policy Committee delay the LPA selection process until the council is prepared to make a decision.

CITY MANAGER’S RECOMMENDATION

The City Manager recommends that the council support LTD’s construction of EmX in West Eugene and directs the City Manager to inform the LTD Board that the council is opposed to the No-Build option.

If the council approves the above, then the City Manager recommends that the council adopt one of the following alternatives:

- (a) The council selects the 13th/11th route as the preferred route for West Eugene EmX;
- (b) The council selects the 6th/7th/11th route as the preferred route for West Eugene EmX;
- (c) The council requests LTD to undertake additional analysis of both the 13th/11th and the 6th/7th/11th routes, and that upon completion of that additional analysis, the council will select its preferred alternative.

Unless the council needs additional information in order to choose between the 13th/11th and the 6th/7th/11th routes, the City Manager recommends that the council makes that selection on March 9. On the other hand, if the council still has questions about which of these two routes would be a better route, and additional analysis would assist the council in choosing, then the City Manager recommends that you choose alternative (c).

SUGGESTED MOTIONS

1. Move to direct the City Manager to inform the LTD Board that the council is opposed to the No-Build option.

If the council is prepared to select a Locally Preferred Alternative, then one of the following motions may be chosen:

- 2a. Move to select the West 13th/West 11th Avenue Mitigated Concept Alternative (3MC), including mitigation measures B, C and L, to be forwarded into the federal environmental review process for further analysis as the locally preferred route for West Eugene EmX; or
- 2b. Move to select the West 6th/7th/West 11th Mitigated Concept Alternative (5MC), including mitigation measures B, C and L, to be forwarded into the federal environmental review process for further analysis as the locally preferred route for West Eugene EmX.

ATTACHMENTS

A. Responses to LPA Decision Makers, prepared by Lane Transit District, March 1, 2011

FOR MORE INFORMATION

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February 8, 2010 Public Hearing and February 24 Eugene City Council Work Session

RESPONSES TO LPA DECISION MAKERS

Prepared by Lane Transit District, March 1, 2011

Public Hearing Decision-Maker Written Questions

Councilor Pryor

- 1. When would construction actually begin? How long would construction in front of a business take? What accommodations would be made for business disruptions?**

Response:

Please see the attached construction mitigation overview letter from Wildish Construction. Based on Wildish's experience, construction would take place in five-block segments which would be completed over a two-week period. This construction strategy would occur on one side of the street at a time as a means to limit the time and extent of construction impacts.

- 2. How many construction jobs would the project create? How long would they be employed? Would contracts likely be awarded to local contractors-subs?**

Response:

In Lane County in 2009, \$1 million spent on the construction of "commercial and institutional buildings" would create about 9.5 direct jobs and about 6.5 indirect and induced jobs, for a total of about 16 jobs, during the course of construction. An EmX \$80-\$90 million EmX project would therefore be expected to create approximately 1,280-1,440 jobs.

- 3. Talk about the use of lottery funds and whether they could be used for schools if not EmX.**

Response

Lottery fund receipts are allocated into several categories. There are some funds dedicated to specific uses by voters, other elements are developed through each legislative session. The EmX request is out of the economic development category. Based on this, the legislature could decide to put more of the total into education and less into economic development. It is more likely that the existing categories will remain in place. The legislature would then decide where the EmX request would be placed among its economic development priorities.

Here is a description of the allocation of Lottery Funds from the state's website:

Oregonians vote to approve the broad categories that receive Oregon Lottery funds. Over the years, voters have approved constitutional amendments allowing Lottery funds to be used for economic development (1984), public education (1995) and natural resources (1998). Some funds are constitutionally dedicated by voters. Then,

every two years, Oregon's Legislature and Governor appropriate the remainder of Lottery funds within those categories approved by voters.

- Lottery funds distribution 2009-11 biennium were:
- Public Education (61%)
- Economic Development (23%)
- State Parks & Natural Resources
- Problem Gambling Treatment (1%)

Councilor Farr

1. Please provide statistics (as available) on business interruption during construction phase of Franklin Blvd line (referencing testimony made by Casey Dresser Springfield Cleaners)

Response

During Gateway EmX construction, LTD communicated in advance with businesses about the expected construction timeline and impacts through 1:1 conversations, e-mail and website updates, flyers, roadside and detour signage, and news releases. LTD's contractors maintained access to businesses at all times by phasing activities, by working on one-half of driveways or roadways at a time, by using faster-cure concrete, and/or by providing alternate access routes. LTD communicated to the general public through news releases, e-newsletter, web updates, and "Business Open During Construction" signs that access to businesses remained open during construction. LTD staff worked individually with businesses to address specific issues, such as ensuring access for their freight deliveries, and coordinating work with the utility providers to prevent or minimize any water or power disruption.

This level of direct and active interaction with businesses and property owners to minimize construction impacts is typical of all EmX projects and can be expected if a build alternative is selected for the West Eugene Extension.

In response specifically to Springfield Cleaners:

- *The property owner and Ms. Casey Dresser, the business owner, wanted to maintain on-street parking spaces adjacent to the business' own internal parking lot. LTD met this goal by working with the City of Springfield and ODOT and by purchasing property across the street from the cleaners to accomplish the widening needed to create inset on-street parking adjacent to the cleaners. This design preserved three of the original four parking spaces.*
- *Prior to construction, LTD staff met with the business owner and spoke by phone with the property owner to describe the construction process and timeline. To minimize impacts, LTD's contractor phased construction activities to preserve access at one or more of three of the business access points for employees and customers. LTD created flyers describing the phasing of construction for the business to give to customers who might experience a*

change in access between dropping off and picking up their laundry. LTD also built a new parking lot entrance as part of a sidewalk ramp upgrade and used a more expensive process to quickly cure the concrete to reopen the driveway within two days. LTD scheduled the driveway work to coincide with the slower business days as described by the business owner. LTD staff placed "Business Open During Construction" signs on the sidewalk outside the business, and spoke by phone with Ms. Dresser several times during construction to ensure that all was progressing smoothly. Ms. Dresser appeared to appreciate LTD's efforts and thanked LTD staff for their support.

- 2. Please provide ridership (not boarding) numbers for Gateway (testimony stated, "no more than 10 riders at anytime)**

Response

The model used to forecast transit use provides output in terms of "person-trips". LTD's automatic passenger counters collect passenger data as individual "boardings". LTD's most recent origin and destination survey indicates that there are approximately 1.5 boardings per person-trip on the system. With the addition of the Gateway corridor, EmX now averages 9,200 boardings each weekday. These boardings equate to approximately 6,100 person-trips. Current EmX productivity is 87 boardings per revenue hour.

- 3. Is it a fact that you do not respond to questions on Facebook, only on private (not public) email?**

Response

No. LTD continues to make every effort to provide information and answers to legitimate questions about the West Eugene EmX project via Facebook. Our experience, however, is that some individuals who are posting questions and comments about the project are not looking for constructive conversation. LTD staff make a good faith effort to publicly answer questions to these individuals, often resulting in follow-up comments from these individuals that contain offensive or belittling responses to staff and borderline cyber-bullying of other Facebook fans.

- 4. Can you (with numbers) substantiate claim of greenhouse gas reduction? (Erin Ellis says you cannot).**

Response

There is extensive evidence documenting greenhouse gas emissions reductions resulting from increasing transit ridership. Table 1 below provides some examples. Calculating greenhouse gas emissions is a complex undertaking. There are number of factors to consider in making an estimate. In Table 2 below is the estimate of greenhouse gas reductions that would come from a one-time investment in \$500,000 of additional regular service (not EmX). LTD recently prepared this estimate as part of a discussion at MPC. As can be seen, an estimate of reductions can be made and LTD intends to develop an estimate of greenhouse gas emissions

as part of the completion of the environmental process. One complication in preparing an estimate for the West Eugene project relates to the work being done at the state and national level to develop a set of models that can be used consistently across regions. The Eugene Springfield region is involved in that effort.

TABLE 1
Agency-Level CO₂-E Reductions, Mode Shift Effect

Agency	CO ₂ from Transit Vehicles	Avoided CO ₂ (Mode Shift Effect)	Net Saving (Increase)
WMATA, Washington, D.C.	255,364	615,823	360,459
MTA, Los Angeles	242,061	581,743	339,682
Big Blue Bus, Santa Monica	10,974	27,237	16,263

Table 2
Estimate of Annual Greenhouse Gas Emissions
\$500,000 LTD Fixed Route Service (10,800 Service Hours)

			Explanation
Annual Project Service hours-\$500,000		10,800	Hours in Service
Annual boardings	11,718,289		
Service hours	305,720		
Boardings per service hour		38.33	
Project Boardings for 10,800 service hours		413,965	Project Service Hours multiplied by boardings per service hour
Transfer rate		1.50	33 percent of boardings are transfers from one bus to another bus
Linked trips for 10,800 service hours		275,977	Project Boardings minus 30 percent transfers to avoid double counting
% of trips that will revert to Auto Trips		0.60	Based on 2007 LTD Origin-Destination Survey indicating that 60% of riders have an auto at home
Trips that will revert to Auto Trips		165,586	Potential New Auto Trips without Project
Systemwide Passenger miles	42,347,694		
Systemwide Boardings	11,718,289		
Average Miles per boarding		3.61	
Person miles traveled		598,397	Potential New Auto Trip Distances (miles)
Conversion factor to person km traveled		1.61	
Person km traveled		963,420	Potential New Auto Trip Distances (kilometers)
CO ₂ factor-incremental bus to sedan		135	
CO ₂ grams		130,061,664	Potential New CO ₂ emissions (grams/km) without Project
CO ₂ conversion grams to tons		0.000011	
CO ₂ tons		143	Potential New CO ₂ emissions tons without Project

Source: Mikhail V Chester and Arpad Horvath - "Environmental assessment of passenger transportation should include infrastructure and supply chains." Environmental Research Letters 4 (2009) 024008 (8pp)

5. **Celina Angelo said you misled people about tree removal (including response by Mark Pangborn, "they didn't ask") Please respond.**

Response

Tree removal and replacement on the Gateway project involved the removed trees ranging in size, age, species and health over a seven-mile distance. Prior to beginning tree felling for the Gateway EmX project, we estimated that LTD would remove 286 trees along the Pioneer Parkway median. There were some trees we did not need to remove (notably the large sequoia at the corner of Pioneer Parkway East and Centennial). Sixty-five percent of the Pioneer Parkway trees were less than 10 inches in diameter; 40 percent were less than five inches in diameter. Along International Way, LTD removed 98 trees. LTD planted more trees than were removed in addition to adding new landscaping and art. The trees removed (and replaced) as part of the project represented only a very small fraction of the total number of trees along the corridor.

For the new trees planted, LTD pre-purchased saplings still in the ground at the nursery prior to construction. This did two things: saved project funding, and guaranteed appropriate aged/sized trees for replanting. Trees have a better chance for survival after replanting, and grow stronger and faster if they aren't too big or too small according to LTD's landscape architect and arborist advisors, and our experience. For replanting, LTD typically uses two to three-inch caliper tree to meet this standard.

Recently in Eugene, LTD removed five street trees for the new 11th Avenue curbside stations located adjacent to SELCO Community Credit Union and the LTD Eugene Station. LTD paid the City of Eugene an amount equal to the value of the removed trees; this money enables the City to plant new street trees in suitable locations of their choosing.

- 6. It was claimed that you have not accounted for one million/annually in operation costs. Please respond.**

Response

Please see response to question 7, below.

- 7. Bob Macherioni says you “cooked the books” regarding reported ridership numbers. Please respond.**

Response

All analysis for the project ridership and cost estimating has been completed in accordance with national standards defined by the Federal Transit Administration. The modeling completed for the alternatives analysis utilized the network of routes that existed in 2007. This network was revised to reflect the level of service and routing that might be expected in 2031. The model generated a ridership forecast and estimated high level system-wide costs. This level of analysis is typically used to make preliminary locally preferred alternative decisions.

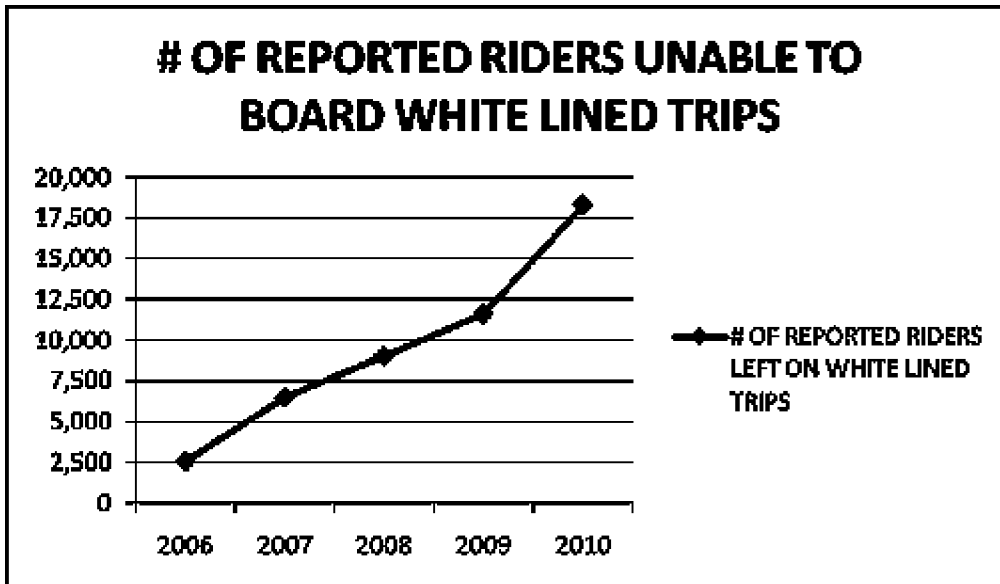
Because the model doesn't incorporate intersection delay into corridor-level travel time information, LTD developed an operating cost analysis to better understand the specific costs associated with running EmX service along the build corridors, and costs for the network of routes operating in 2011. This cost analysis used more accurate travel time estimates incorporating intersection delay gathered by DKS Associates and the end result was specific to this route network. Comparing results from the alternatives analysis modeling and the corridor specific cost analysis should not be done. This is because the level of specificity in the operating cost analysis is much greater and is based upon a present day network of routes that operate along the corridor.

A final adjustment will be necessary as part of the small starts application process. This will involve a detailed refinement of the route network in order to optimize the effectiveness of the bus system. This refinement of our future route network is an area where we believe public involvement is critical. Another piece of the process will take the corridor travel time information and incorporate it into the final modeling work. Using actual travel time data overcomes the operating cost shortcoming in the alternatives analysis modeling and will provide a better understanding of the 2031 costs and ridership that can be expected if EmX service is implemented in the corridor. The corridor cost modeling process will also be refined to provide the best information about opening day costs of system operation. Both processes are important and would ultimately be used in the project's grant funding application.

8. Dave Kleger says that "ride refusal/full" has increased significantly Do you keep statistics on this?

Response

Yes. Below is a table that quantifies the number of riders who were not able to board a bus due to the bus being full, showing a substantial increase and indicating continuing high demand for additional service.



9. Can you provide number of hours spent conducting public forums or open houses or on one-on-one or similar group meetings?

Response

Staff hours worked to prepare and attend public meetings varies depending on the type of meeting. For an open house or public hearing, the amount of staff time is about 80 hours per event. For a one-on-one meeting, approximately four hours per event. For civic and neighborhood group meetings, about 12 hours of total staff time. To determine the precise amount of LTD (and partner agency staff) time spent conducting public meetings over the past four and one-half years (since the Eugene City Council selected the corridor) will require more detailed analysis. Since release of the Alternatives Analysis in October 2010, LTD and partner agency staff have spent hundreds of hours preparing for and conducting public meetings including one-on-one meetings with property and business owners.

10. Brian Weaver suggests that even though mitigation has occurred, right of way in the initial concept will eventually be claimed as right of way.

Response

The mitigation adopted as part of the LPA officially refines the project design; if a build alternative is selected, any previous versions of the project alternatives are no longer part of the project and would not be funded by FTA for construction. A final LPA report will be completed following the LPA adoption process that will define the project and all adopted mitigation. This definition of the project will be analyzed in the subsequent environmental review process (along with No-Build) and will be defined and reviewed in great detail in all grant request documents.

11. Please get Greg Rickoff's testimony regarding number of students on campus without cars.

Response

The following is excerpted from the letter from University of Oregon President Richard Lariviere provided by Greg Rikhoff, U of O Director of Community Relations, at the February 8th public hearing.

Of the 30,000 people who travel to and from the UO campus on a typical day:	
<ul style="list-style-type: none">• 89% of UO students commute to campus using alternative modes<ul style="list-style-type: none">○ 11% drive alone○ 47% walk○ 19% ride LTD<ul style="list-style-type: none">• 23% of students who live off-campus ride LTD○ 17% bike○ 6% other (e.g., skateboard, car pool)	<ul style="list-style-type: none">• 51% of faculty and staff commute using alternative modes.<ul style="list-style-type: none">○ 49% drive alone○ 15% bike○ 12% ride LTD○ 7% walk○ 17% other

Councilor Poling

1. What is the total number of buildings that are identified to be "torn down" as stated by one speaker?

Response

Under the West 6th/7th Alternative mitigation concept, one building could be directly impacted by project construction potentially requiring LTD to acquire the complete property and demolish a portion of the building as part of the project's roadway widening. Under the West 13th-11th Alternative mitigation concept, no buildings would be directly affected and no complete property acquisitions would be required. The building and property acquisition for the West 6th/7th Alternative is a vacant motel located on the south side of West 7th Avenue between Monroe and Madison Streets. This alternative would likely impact only the portion of this L-shaped building closest to the street, allowing for future remodeling and reuse of the building.

2. Will the projected \$30 million in state funding really come from lottery money to be used for schools, if not used for EmX or any other transportation project?

Response

Please see response to question 3 from Councilor Pryor, above, and the response to Councilor Clark, below.

3. **Have seen a recent increase in the use of articulated buses throughout the community? Are the articulated buses being used on West 11th? If so, what impact are they having on increased ridership, operating costs, frequency, and number of buses on West 11th?**

Response

LTD does not currently run articulated buses on West 11th/13th Avenue, with one minor exception. Route 78 leaves Seneca Station and travels three blocks on West 11th Avenue to Bailey Hill Road when it begins its inbound service to UO via West 18th Avenue.

4. **Who is paying for radio and newspaper ads? Is it being paid for by taxes on businesses?**

Response

LTD's revenues are made up of tax receipts, fares, and advertising revenue. The budget for communications varies each year. Project specific advertising budgets use project funds and are allocated in the year they are needed to support the project outreach or implementation. For West Eugene outreach, a budget of \$140,000 was outlined. Half of this amount was set aside for the media purchases. We have not spent the amount allocated.

Additional Questions and Responses from Eugene City Council February 23 Work Session

Councilor Clark

What is the State's financial condition and how might it affect lottery backed mechanisms?

Response

Councilor Clark made reference to the annual report of the State Debt Policy Advisory Commission and the state treasurer's press release summarizing that report. The commission's report concluded that the state's debt capacity would remain scarce in the 2011-2013 biennium. Councilor Clark asked that we report back on the state's financial health and how that might affect the financing of the West Eugene EmX Extension.

*As a result of sharp declines in projected general fund revenue at the state level, The State Debt Policy Advisory Commission is recommending that **no net increase in general fund backed debt** be authorized by the Legislature and governor for the next two years. According to the commission's report, general fund debt capacity is expected to return in the 2013-15 biennium, because state revenues are projected to increase and also because deficit borrowing approved by the 2003 legislature will be repaid in full.*

*The report also notes that, through refinancing of a portion of existing lottery backed bonds, **\$282 million in lottery backed bond capacity will be available for the 2011-2013 biennium.** State Treasurer Ted Wheeler noted in his press release that "We recognize that there are pressing economic development needs today across the state, and I will work with the Legislature and the Governor to make sure that Lottery-backed debt is allocated to those economic development projects that get us the biggest bang for the buck." The legislature will decide where the EmX request will be placed among its economic development priorities for 2011-2013.*

As noted in the staff response during the February 23 work session, LTD's strategy for obtaining \$30 million in lottery backed bonds for use as local match has been to spread the request over three biennium's. During the 2009-2011 biennium, LTD received \$1.6 million. The requests for the 2011-2013 and 2013-2015 bienniums would be \$8.4 million, and \$20 million respectively. Particularly given that the estimated opening year for a West Eugene project has moved to 2017, LTD feels that there is flexibility to obtain the needed match within the constraints of the state's debt capacity.

Councilor Taylor

Could the \$30 million lottery money be used for schools?

Response

Please see response to Councilor Pryor Question 3.

Is it true that the EmX costs more to operate?

Response

Below is a summary of operating costs comparing No-Build to projected costs for the West 6th/7th and the West 13th-11th Alternatives for 2015 and 2031. While new EmX service does cost more to operate than regular bus service initially, over time, the efficiency gained through operating in transit priority lanes, replacing less efficient existing service, and attracting and carrying more passengers outweigh the additional costs.

Alternative	Year 2010	Year 2015		Year 2031	
	Operating Cost	Operating Cost	Change vs. No-Build	Operating Cost	Change vs. No-Build
No-Build	\$996,000	\$1,066,000		\$2,040,000	
West 13th to West 11th		\$1,538,000	\$472,000	\$1,616,000	-\$424,000
West 6th/7th to West 11th		\$2,032,000	\$966,000	\$2,538,000	\$498,000
All costs in 2009 dollars					

Councilor Ortiz

I would not put forth TSM as an alternative. It doesn't do anything to take the buses off the regular roads. We don't have enough money to pay for the streets we own. Are dedicated lanes really LTD's responsibility?

Response

Yes. The cost of maintenance for new facilities that would be built on city right of way as part of the project (including transitways and BAT lanes) would be paid for by LTD through an intergovernmental agreement with the City.

Councilor Zelenka

I would like to see a list of all of the adjustments you have made to accommodate requests and what the impact it had on the EmX system.

Response

This data is being compiled by LTD to account for the current mitigation concepts of both build alternatives and will be made available as soon as possible.

Councilor Farr

How many off street parking spaces would be removed?

Response

This data is being compiled by LTD to account for the current mitigation concepts of both build alternatives and will be made available as soon as possible.

Additional Questions Received from the Public Related to the Eugene City Council February 23 Work Session

1. Population and employment chart shows 2006 then 2031. You made the comment “as you can see, the Gateway employment has grown substantially”. 2031 employment is based on speculation. Therefore, it would be incorrect to make the statement as fact.

Actually, the reference was to the historic growth in the Gateway area, which more than doubled between 1990 and 2006 - substantially faster than any of the other corridors.

2. Referencing Councilman Farr’s request: would also like the numbers on how many trees were killed (type and sizes) and how many trees were planted (type and sizes)

See Response number 5.

3. Could you better explain the statement: money saved on 13th could be used to improve other services.

Not sure there is a better way to explain it then how it was put at the work session which is that the additional cost above the 13th alignment needed for operating the 6th/7th alignment could be used for additional service on other parts of the system.

To put it another way, the 6th/7th alignment’s operating costs are \$494,000 more than the 13th alignment. That is the equivalent to 80% of the operating cost of the recently discontinued Breeze route.

4. When Councilwoman Betty [Taylor] asked if the 13th option cost more, you replied: no, the per boarding cost was better. Why didn’t you answer her question. Yes, it costs more. Based on your cost analysis, it costs \$450,000 more per year (Jan 31, 2011 analysis). Since the summary charts don’t show the ridership numbers for 2015, could you pass on that information?

See response above outlining comparison of operating costs.

5. Could you please send me the data that supports the statements made about the life cycle of the different size buses. 150k miles vs. 800k miles life expectancy.

This data is being compiled by LTD and will be made available as soon as possible

6. Mark Pangborn made the statement: that’s why when you go to large communities, you see the large buses. May I remind you that Eugene is not one of these “large communities”.

Thank you for that reminder. However, our region's use of transit in terms of productivity rivals that of large communities. LTD's high productivity exceeds that of many large communities. Based on 2009 National Transit Database figures, our productivity and ridership exceed regions with 3-5 times our population. At these levels of productivity and ridership, larger buses are warranted (See Tables 1-4 below).

Table 1. Ridership Productivity

Agency	Rank	Productivity	Population
Lane Transit District	48	40.55	291,600
Sacramento Regional Transit District	49	40.51	1,097,932
Metro Transit (Minneapolis, MN)	71	36.36	1,858,545
Broward County Transportation Department (Ft. Lauderdale, FL)	72	36.28	1,751,234

- When excluding rail service in the calculation, Lane Transit District has the 33rd highest productivity in the nation. This represents a higher productivity than larger districts such as:

Table 2. Ridership Productivity (Bus Only)

Agency	Rank	Productivity	Population
Lane Transit District	33	40.55	291,600
Detroit Department of Transportation	40	37.92	951,270
Milwaukee County Transit System	45	37.15	940,164
TriMet	53	36.21	1,488,169

- In terms of absolute ridership, Lane Transit District had 11.7 million boardings in 2009 and ranked 80th overall. This compares favorably with other larger districts, including:

Table 3. System Ridership

Agency	Rank	Ridership	Population
Lane Transit District	80	11,732,650	291,600
Memphis Area Transit Authority	82	11,472,021	888,627
Snohomish County Public Transportation	89	10,292,248	730,405

Benefit Area (North of Seattle)			
Jacksonville Transportation Authority	90	10,253,890	827,453
Riverside Transit Agency	107	7,965,801	1,695,000

- The LTD population took 40.2 trips per capita (TPC) in 2009, ranking 42nd out of all agencies. This compares favorably to other agencies, including:

Table 4. Trips per Capita

Agency	Rank	Trips per Capita	Population
Lane Transit District	42	40.2	291,600
San Diego Metropolitan Transit System	45	39.6	2,220,359
Miami-Dade Transit	47	39.1	2,402,208
Denver Regional Transit District	49	37.0	2,619,000

7. Mayor Piercy made the comment that EmX has already been chosen by the community and you all were there to pick a build option. I thought No Build was still on the ballot?

Could not find where she said this. Yes, No-build is a choice available to the decision-makers.

8. What is the additional cost for construction work to be performed at night?

Work at night and on weekends costs more than work performed during a weekday. For this reason, night and weekend work is done only on critical sections. For example, night work was done on the Gateway project on some of the more complicated intersections where traffic management would be too difficult during the daytime. The additional cost for this type of work would be established at the time the project moved into the construction contracting phase.



Since 1935
January 13, 2011

Lane Transit District
Attention: Joe McCormack
3500 E. 17th
Eugene, OR 97403

Gentlemen;

Subject: Our Project 5273
 LTD EmX Project
 West 11th Construction
 Minimize Public Impact

We have been asked describe ways to lessen the impact to businesses and the public of construction activities required to build the W. 11th EmX Extension.

Wildish built the W.11th widening project several years ago and, thus has had some experience with addressing these concerns. Colin Cunningham was the Project Manager for Wildish on that project.

The goal would be to complete the W. 11th St EmX Extension efficiently while keeping public and business disruption at a minimum.

The project can be divided into shorter segments. Each segment could be about 5 blocks long. The length of each segment would be determined by the density of business access across the segment as well as residential access. Higher access density may require a shorter segment to allow quicker completion of the segment. However, the length of the segment is also tempered by the requirement to meet an overall schedule. More segments will require more overall time to complete. Five block long segments might be about right (similar to the length of segments completed for the Springfield EmX project). At least two segments would be simultaneously under construction to allow the types of work activities to "flow" from one segment to the next, such as excavation, base rock, paving, etc. I believe you coined this sequencing as "rolling construction".

One side of the street would be worked on at a time, so two passes down the street will be required to complete work on both sides of the street as shown. However, businesses on the opposite side of the street from the work activity would not be significantly affected by the work on the other side of the street.

The goal is to excavate, install utilities, base rock and pave in a two week period for each section, keeping disruption of the businesses minimal. Duration to complete each section can vary depending on utilities, subgrade issues, etc. Thorough investigation of the location and condition of existing utilities will help avoid delays in the construction process.

The contractor would provide signage and traffic control at each business entrance, indicating the entrance was open to the business. There are no dedicated bike lanes west of Lincoln St. to contend with and most of the busier intersections have signalized cross walks. Pedestrians can be detoured around areas where sidewalks are impacted by construction.

In high traffic areas and high business access areas (such as the area shown on the aerial photo provided to us), construction would take place at night (as was done for the W. 11th St. widening project). At the end of each night shift, all business site entrances would be readied for the work day with temporary surfaces and signage indicating the business access was available. All traffic lanes would be open during the day with the exception of the one under construction. Early strength concrete can be used to minimize street closure periods. Weekly scheduling meetings with invitations to affected businesses will allow good communication and opportunity for input by property owners.

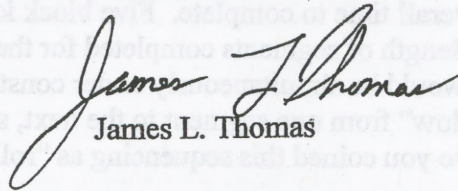
This approach was used for the W. 11th St widening project with success. Colin does not recall any significant issues or complaints from businesses during construction.

Work in the residential areas may have to be performed during the daytime shift due to noise limitations. Each area can be evaluated individually for specific issues/criteria to enable efficient construction with minimal disruption to the public.

Please contact me should you want to discuss the approach to building the W.11th St. EmX Extension in more detail.

Very truly yours,

WILDISH BUILDING CO.


James L. Thomas