

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: West Eugene EmX Extension Update

Meeting Date: February 13, 2012
Department: Public Works/ LTD
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Agenda Item Number: B
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ISSUE STATEMENT

In this work session, representatives from Lane Transit District (LTD) will provide an update on these aspects of the proposed West Eugene EmX Extension:

1. Anticipated schedule for Federal Transit Administration review of the Environmental Assessment;
2. Anticipated schedule for City Council reaffirmation of the Locally Preferred Alternative; and
3. Findings from a recent business and property impact study conducted for LTD by Rick Duncan, Duncan & Brown.

BACKGROUND

The community's comprehensive transportation plan, *TransPlan* (2002), proposed significant increases in the amount and convenience of transit service, increases in the amount of bikeways and sidewalks, and an expansion of transportation demand management (TDM) to help reduce congestion by 48 percent over forecasted trends. One key strategy for transit improvement was development of a Bus Rapid Transit (BRT) network.

The first BRT corridor (locally branded as "EmX") linking downtown Eugene, downtown Springfield, and the University of Oregon opened in 2007. The second corridor to Springfield's Gateway/River Bend area opened in early 2011.

On October 9, 2006, the Eugene City Council identified West 11th Avenue as the City's priority for the next EmX corridor study. The LTD Board of Directors endorsed the Eugene City Council's action. Fifty-eight distinct alternative alignments for the West Eugene EmX Extension emerged for environmental analysis and extensive public review. In response to public input, LTD incorporated measures that mitigate many potential impacts to adjacent properties. This was primarily achieved by identifying segments where the EmX vehicles could travel in mixed traffic.

On March 9, 2011, the City Council voted to support LTD's construction of EmX in West Eugene and selected the 6th/7th/11th route as the preferred route for West Eugene EmX. Based on this selection of a Locally Preferred Alternative (LPA), LTD submitted to the Federal Transit Administration a Small Starts grant application, Alternatives Analysis, demonstration of financial commitment, Fleet Management Plan, and additional technical documentation. LTD and FTA are currently completing a detailed Environmental Assessment comparing the impacts and benefits of the selected LPA and the

“No-Build” option. As will be discussed in this work session, mitigation to further reduce impacts identified as part of the Environmental Assessment and subsequent public review period will be integrated into the future phases of the project as part of the preliminary and final design process.

RELATED CITY POLICIES

TransPlan Transit TSI Policy #2: Bus Rapid Transit

Establish a 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.

Growth Management Policies

Policy 10: Encourage the creation of transportation-efficient land use patterns and implementation of nodal development concepts.

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.

TRIPLE BOTTOM LINE – SOCIAL, ENVIRONMENTAL, ECONOMIC IMPACTS

The Triple-Bottom Line analysis is not applicable at this time, because no decision is requested.

COUNCIL OPTIONS

For discussion only. No formal action is required.

CITY MANAGER’S RECOMMENDATION

No action is required on this item. Therefore, no recommendations are offered by the City Manager.

SUGGESTED MOTION

No action is required on this item. Therefore, no motions are suggested.

ATTACHMENTS

None

FOR MORE INFORMATION

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