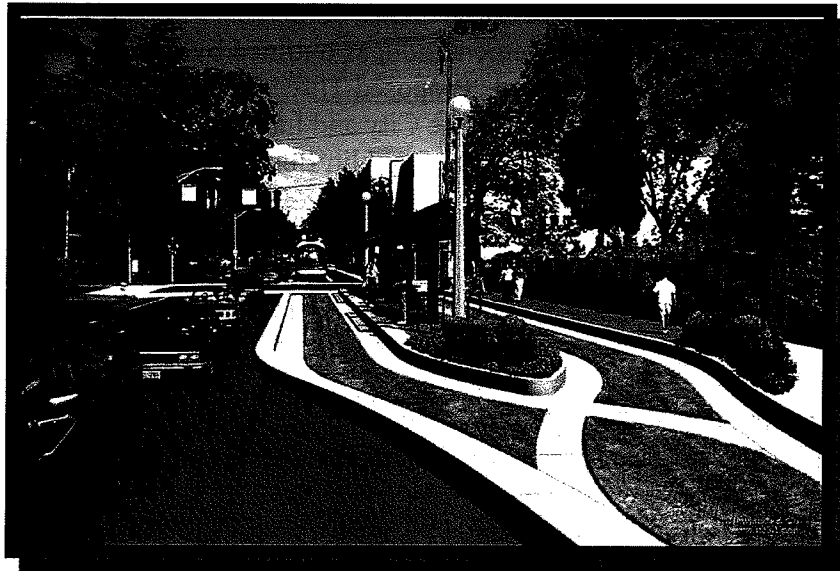


Attachment B

Project Description
Bus Rapid Transit Pilot Project

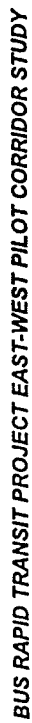
**Eugene Downtown-East
and
University of Oregon/Franklin Boulevard
Segments**



**Lane Transit District
&
City of Eugene
Planning and Development Department**

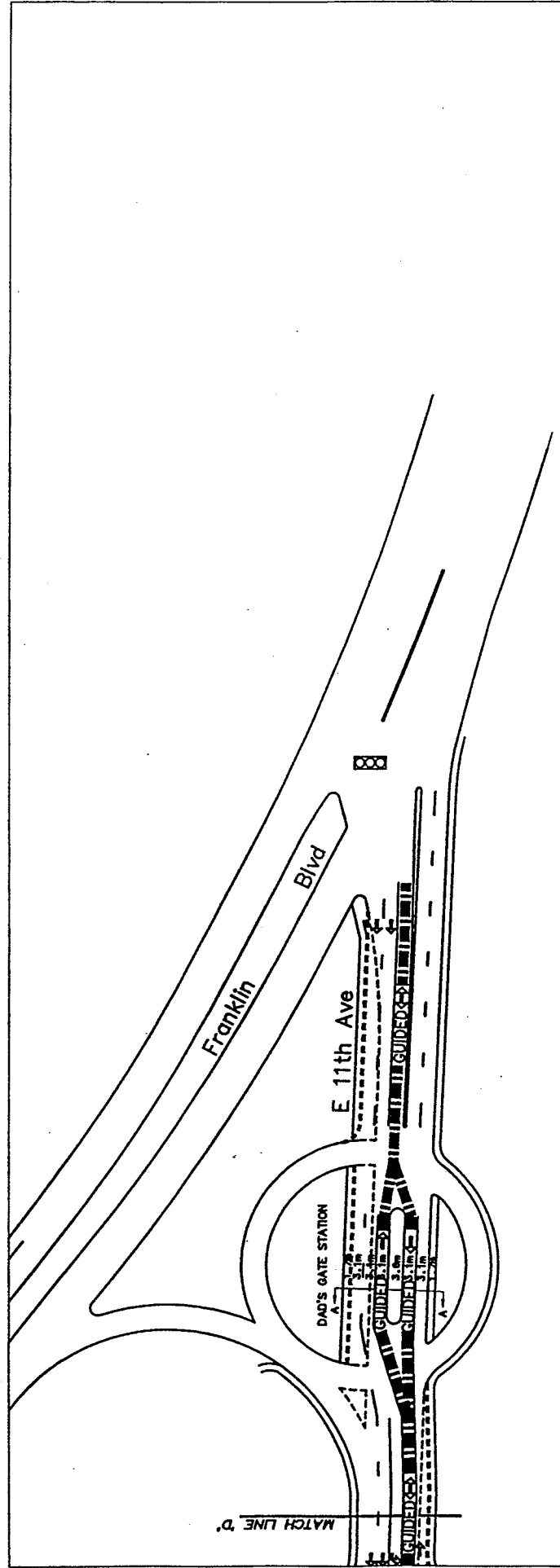
May 14, 2001

Bus Rapid Transit - Pilot Project Description Eugene Segments		
Component	Pilot Project	Future Improvements, Not Part of Pilot Project
Dual Guideways	Partial: See attached diagram	Desired
Single Guideway, Two-Way Travel	Partial: See attached diagram	Replaced by Dual Guideways
Exclusive Bus Lane	Partial: See attached diagram	Unknown
Mixed Traffic	10 th Ave., from High to Mill, Mill Street, and east of Walnut Street	Unknown
Widened Right-of-Way	Yes: relatively minor	Possible, depends on whether traffic lanes are removed
Reduced Traffic Lanes	Limited removal of traffic lanes and turn lanes	Unknown, depends on future studies
New Signals	Yes	Probably Not Needed
Signal Priority	Yes	Yes
New Stations	Yes	Not Likely
Special Vehicles	40 foot min., 60+ passenger, appearance and use of alternative fuels not determined	Desired
Double-sided Loading Buses	Likely	Very likely
Precision Docking	Yes	Yes
Prepaid Fares	Yes	Yes
Bike Parking	Yes	Yes
New Bike Lanes	Partial: segments of bike lanes provided on 10 th Ave. and Franklin Blvd. east of Moss St.	Unknown
Is BRT Only Transit on Route?	No, but duplicate service will be limited	Unknown
Neighborhood Route Changes	Yes: Fairmont & Laurel Hill routes, Downtown Shuttle	Unknown
Parking Removal	Yes	Unknown





BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY



LEGEND

- MODIFIED EXISTING CURB
- NEW CURB
- ||||| BUS GUIDEWAY
- ||||| BUS LANE
- ||||| BUS IN MIXED TRAFFIC

- ⊗ EXISTING TRAFFIC SIGNAL
- ⊗ NEW TRAFFIC SIGNAL

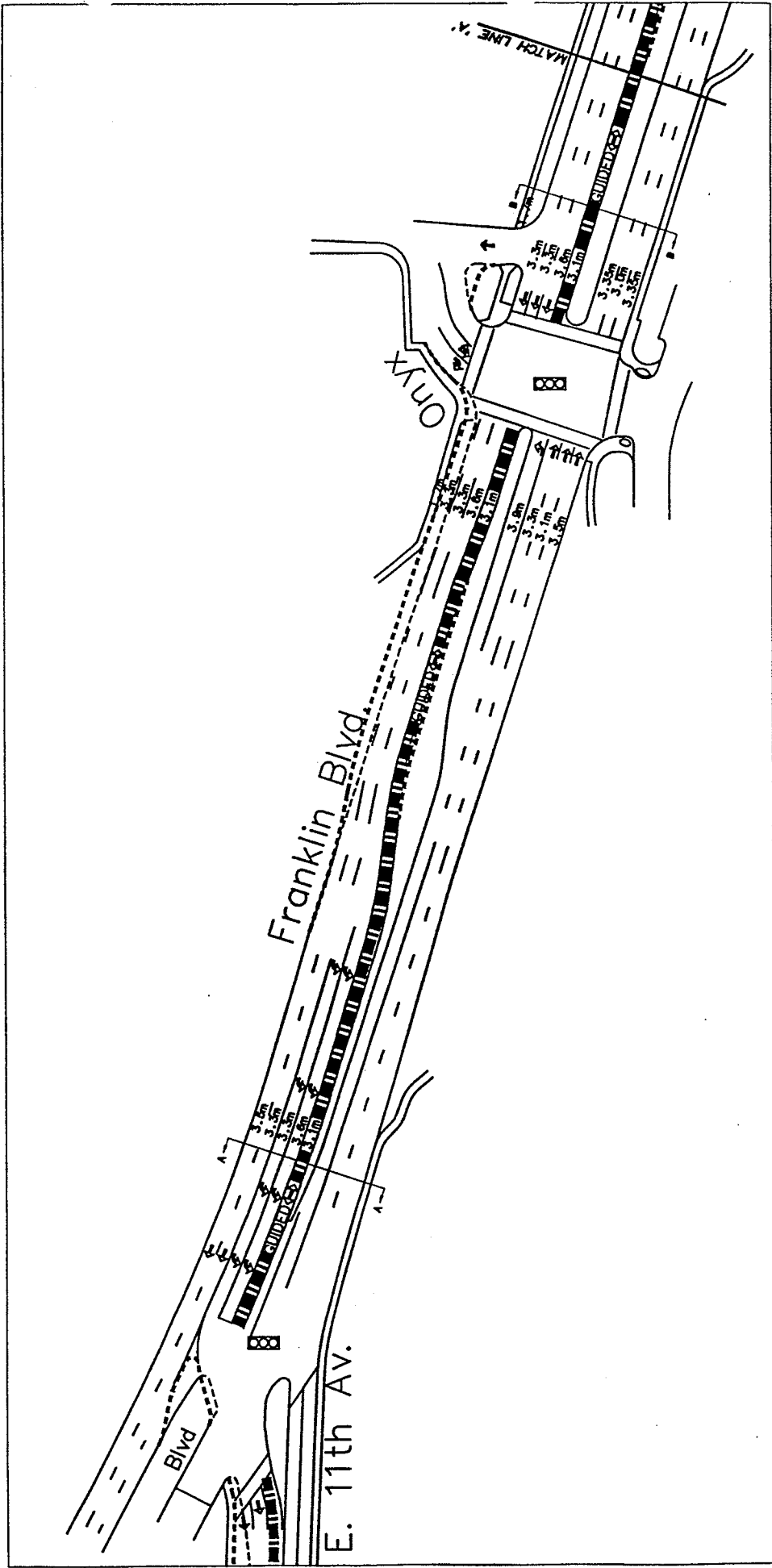


East Eugene Area

East 11th Avenue
Kincaid Street to Franklin Blvd.



BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY



LEGEND



- MODIFIED EXISTING CURB
- NEW CURB
- ||||| BUS GUIDEWAY
- ||||| BUS IN MIXED TRAFFIC

- ⊗ EXISTING TRAFFIC SIGNAL
- ⊗ NEW TRAFFIC SIGNAL

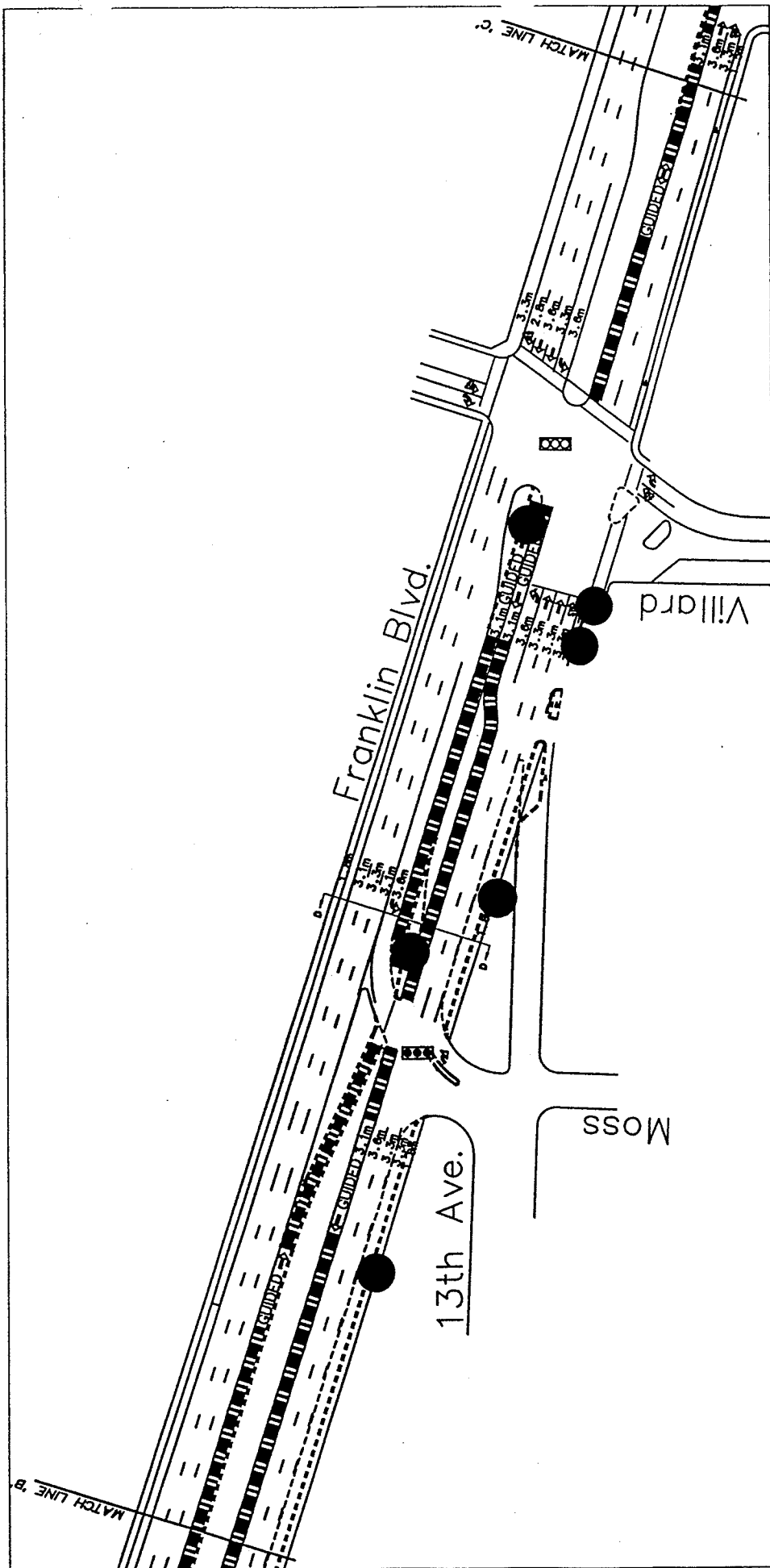


Franklin Boulevard

Franklin Boulevard
E. 11th Avenue to Onyx Street

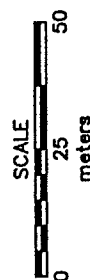


BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY



LEGEND

- MODIFIED EXISTING CURB
- NEW CURB
- BUS GUIDEWAY
- BUS IN MIXED TRAFFIC
- EXISTING TRAFFIC SIGNAL
- NEW TRAFFIC SIGNAL
- Removed tree

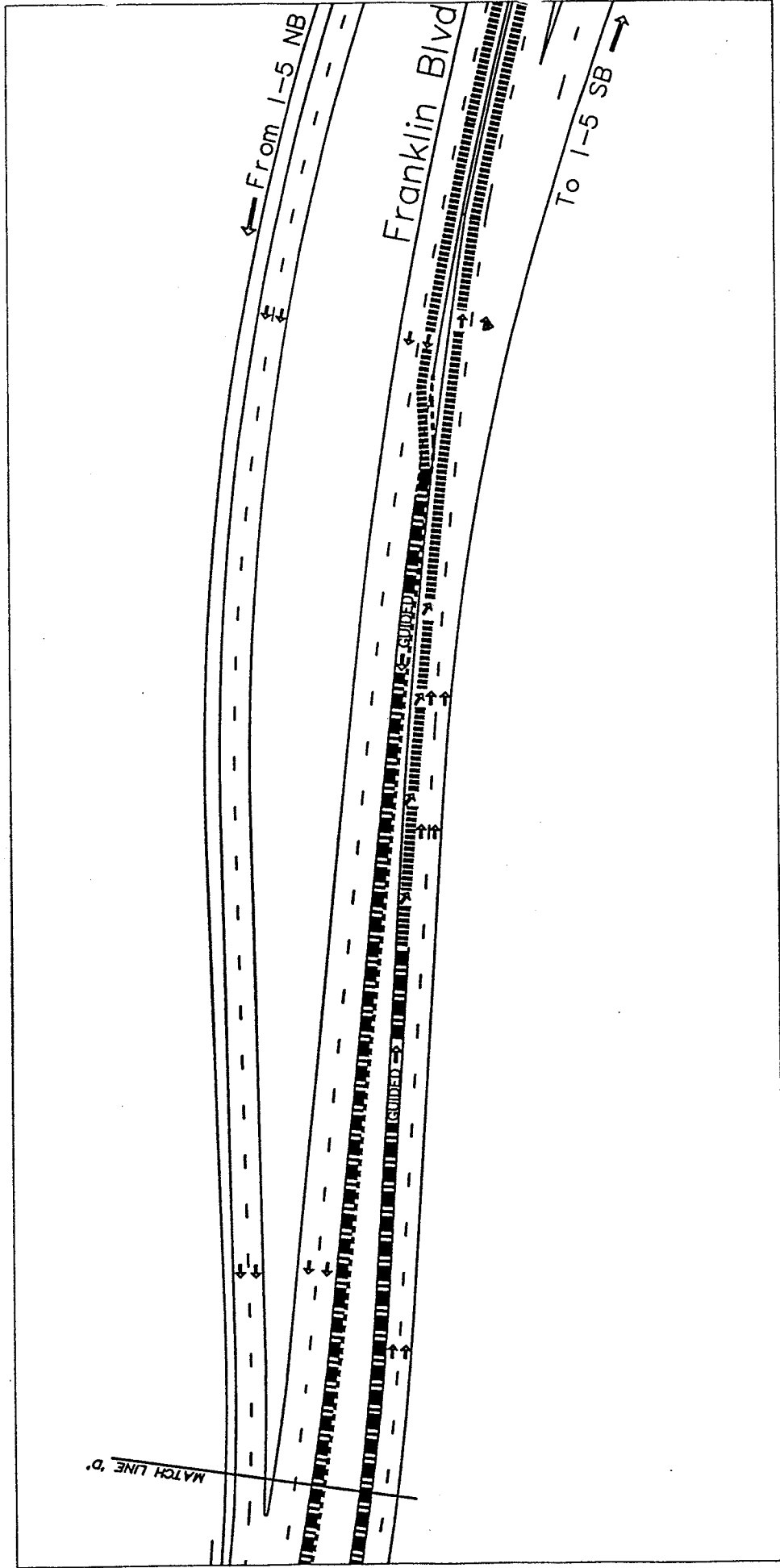


Franklin Boulevard
Agate Street to Villard Street

Franklin Boulevard



BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY



LEGEND



- MODIFIED EXISTING CURB
- - - NEW CURB
- ===== BUS GUIDED
- BUS IN MIXED TRAFFIC

- EXISTING TRAFFIC SIGNAL
- NEW TRAFFIC SIGNAL

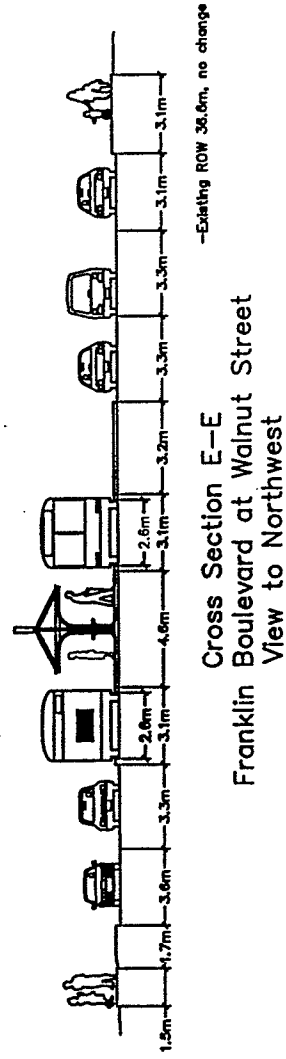
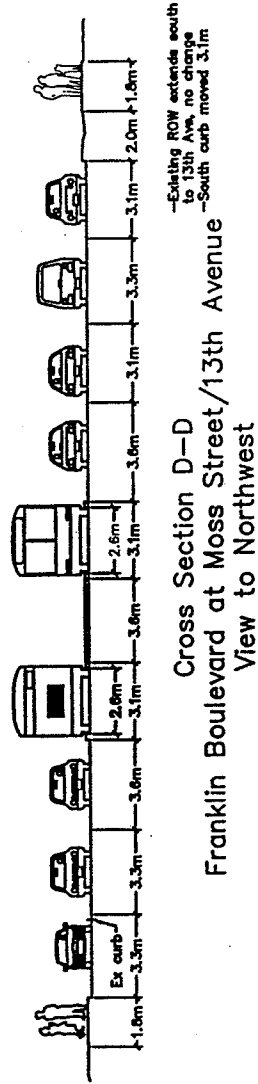


Franklin Boulevard
I-5 NB offramp to onramp I-5 SB

Franklin Boulevard



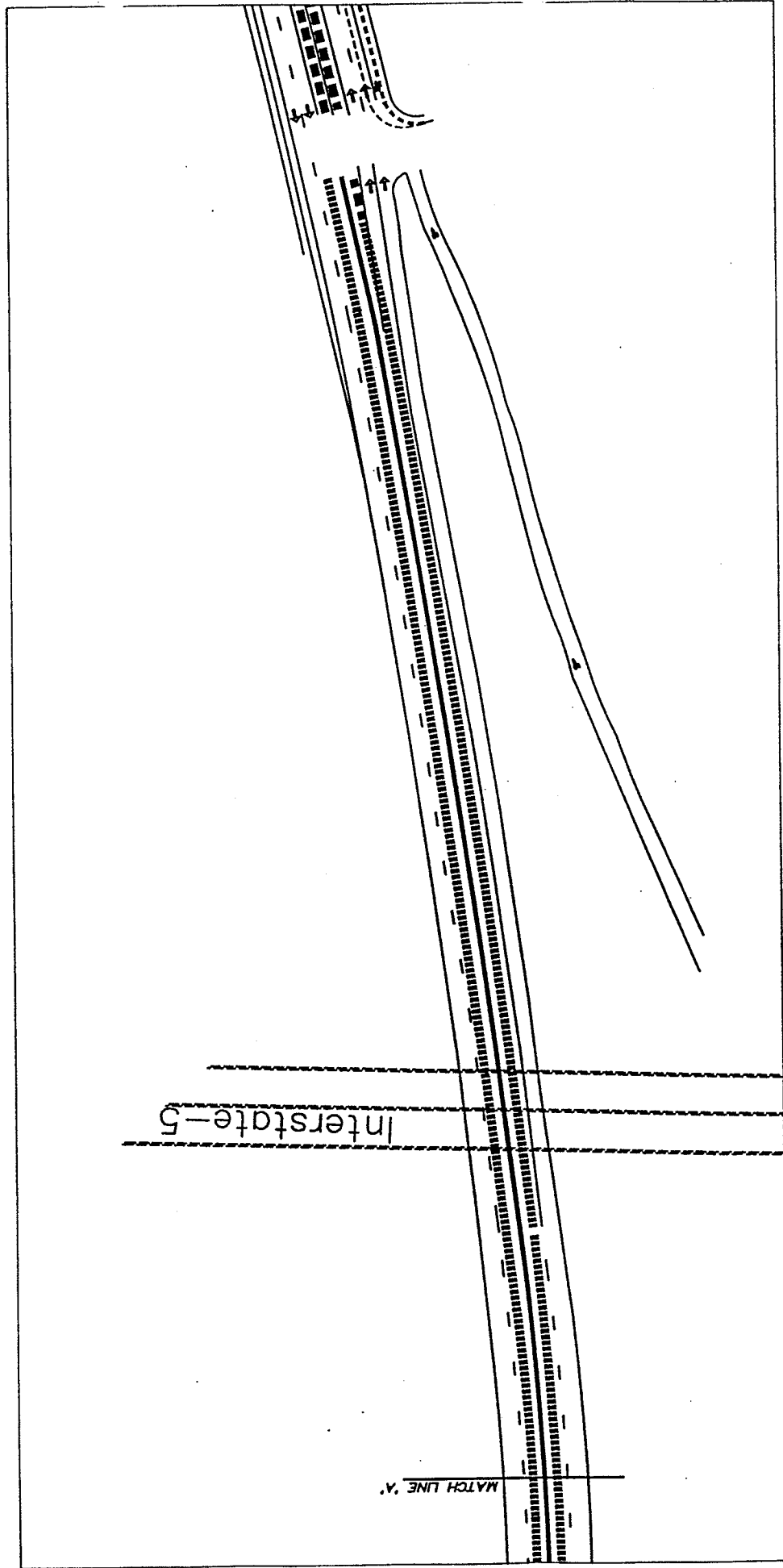
BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY



Note: Individual Dimensions totals may not add up to total dimensions due to rounding.



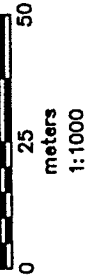
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LEGEND

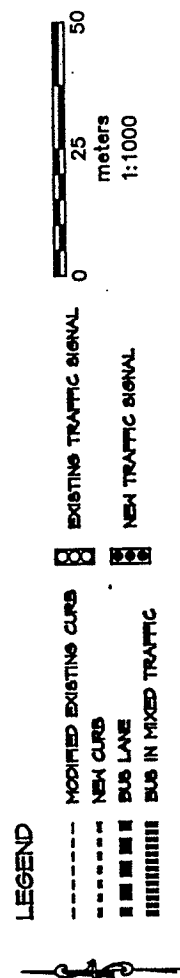
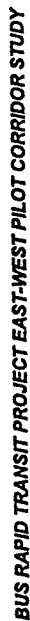
- MODIFIED EXISTING CURB
- NEW CURB
- == BUS LANE
- ||||| BUS IN MIXED TRAFFIC

- ⊗ EXISTING TRAFFIC SIGNAL
- ⊙ NEW TRAFFIC SIGNAL



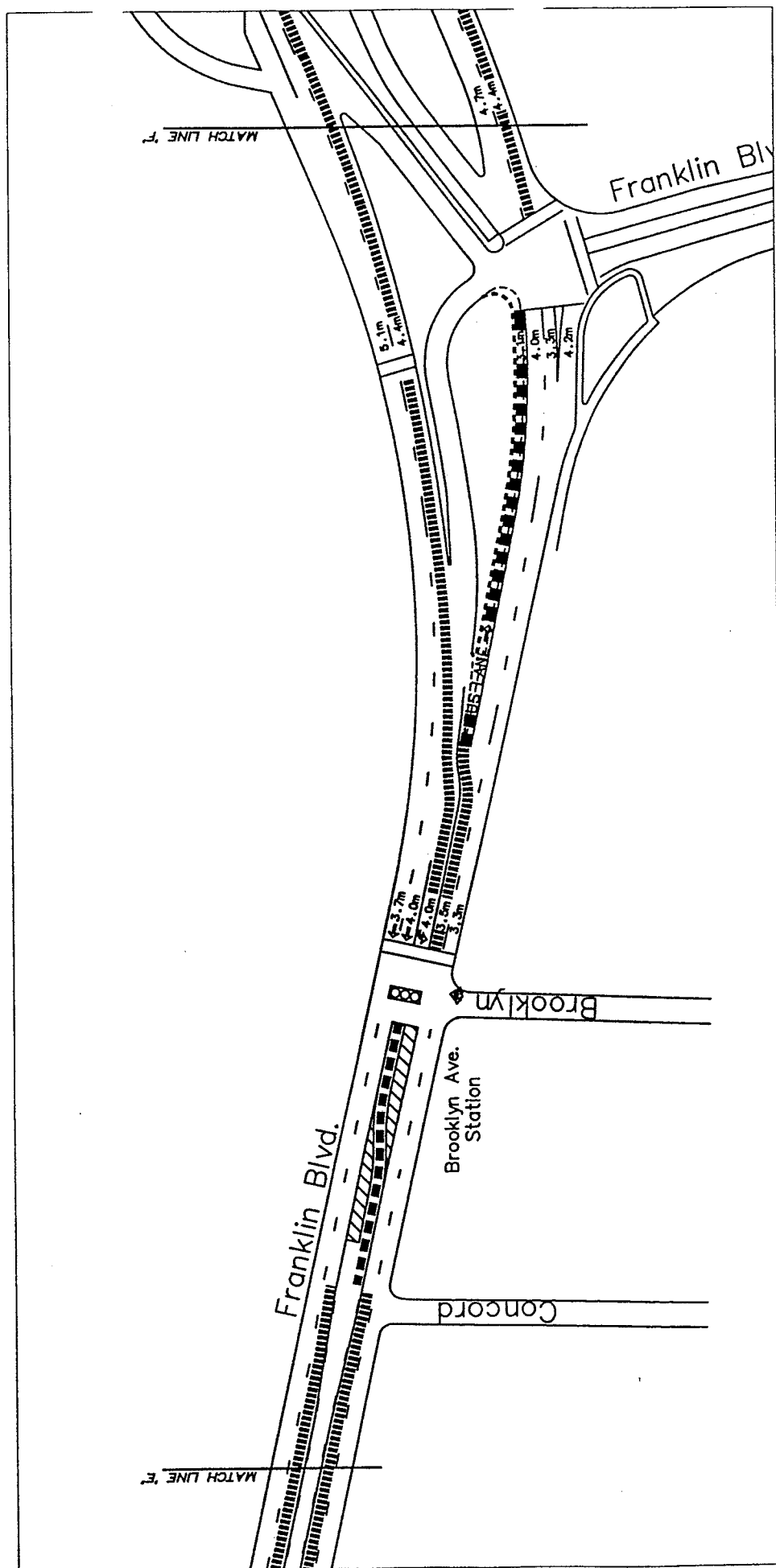
Franklin Boulevard Alternative
Interstate-5 to Jenkins Drive

Glenwood Area



Franklin Boulevard Alternative Glenwood Boulevard to Henderson Avenue

Glenwood Area

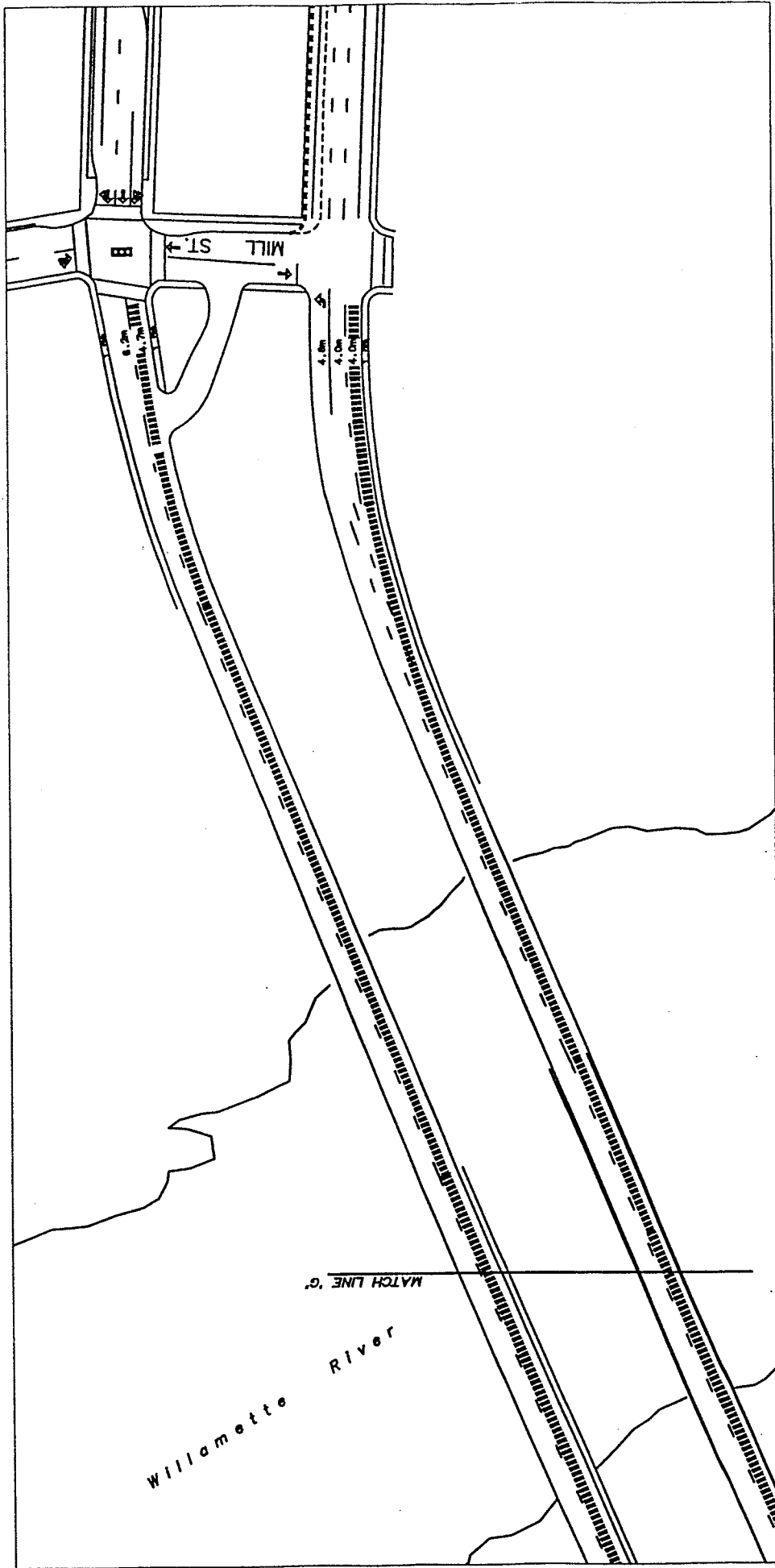


Franklin Boulevard Alternative Mississippi Avenue to Franklin Boulevard

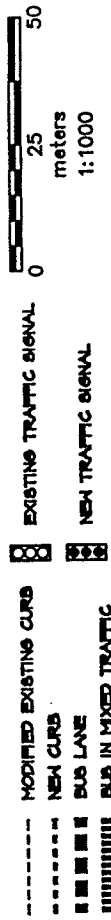
Glenwood Area



BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY



LEGEND

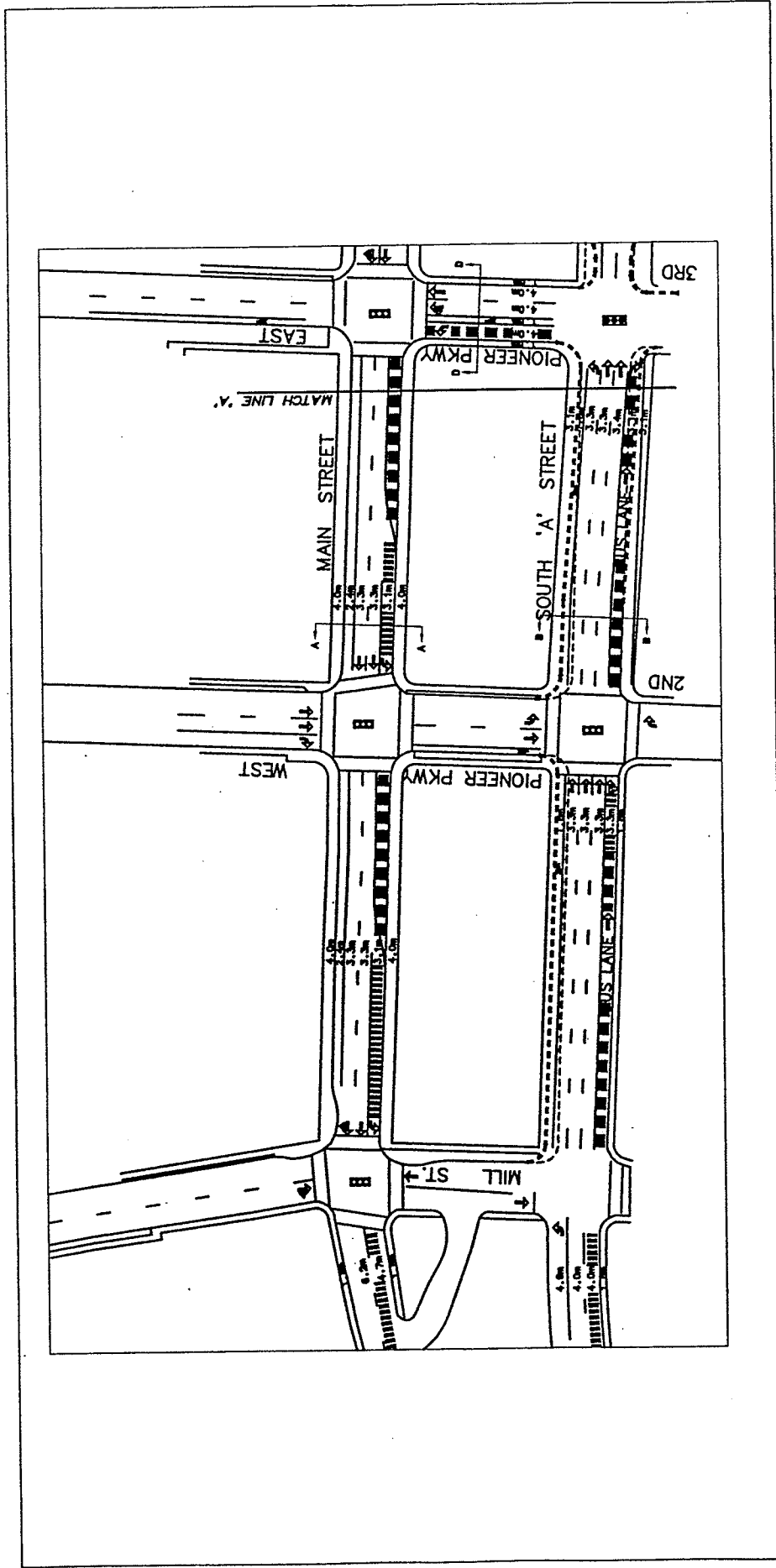


Franklin Boulevard Alternative
Willamette River Bridge to Mill Street

Glenwood Area



BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY

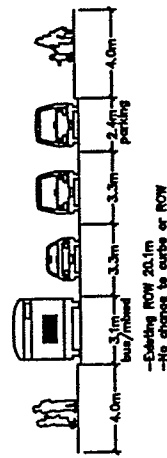


Main Street and South 'A' Street
Mill Street to 3rd Street

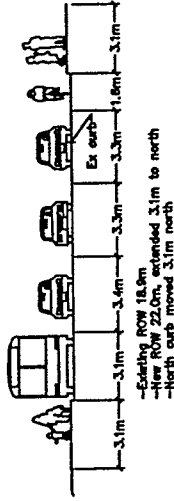
Downtown Springfield Area



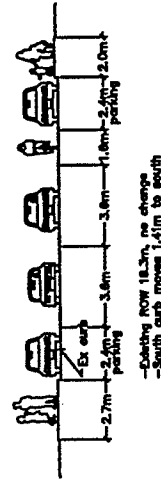
BUS RAPID TRANSIT PROJECT EAST-WEST PILOT CORRIDOR STUDY



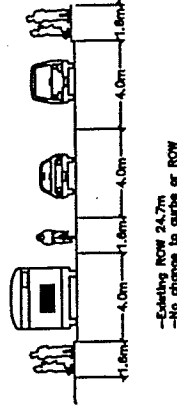
Cross Section A-A
Main Street at Pioneer Parkway West
View to West



Cross Section B-B
South A Street at Pioneer Parkway West
View to West



Cross Section C-C
South A Street at Pioneer Parkway East
View to West



Cross Section D-D
Pioneer Parkway East Between South A and Main
View to North

Note: Individual Dimensions listed may not add up to total dimensions due to rounding.

Downtown Springfield Area

Typical Cross Sections
Main Street and South 'A' Street

Bus Rapid Transit Proposed Three-Phased Approach to Project Review

Eugene\LTD BRT Policy Committee

2/14/01

The purpose of the phased review described below is to move forward on approval of Bus Rapid Transit (BRT) so Lane Transit District can proceed with the Environmental Assessment approval process, subsequent design, and construction of BRT.

Background. A primary concern for LTD is the potential loss of \$4,500,000 in federal BRT funding if the Environmental Assessment does not receive Federal Transit Administration approval by June 2001. The loss of these funds would make Phase 1, Eugene to Springfield, economically unfeasible and would likely create a loss of congressional and FTA support for any future federal discretionary funding of transit projects, including BRT for our area. In other words, not getting the EA approved by June will kill BRT. LTD wants a partnership with the City to collaboratively move the project forward.

The Franklin corridor, west from I-5, is a critical entrance into the city and there are a number of city plans that outline improvements to that corridor, including beautification, bike lanes, and wider sidewalks. The inclusion of BRT in the existing 120 foot corridor without significant loss of median landscaping will mean that the addition of bike lanes, wider sidewalks, and landscaping at some time in the future will require the purchase of at least 19 more feet of right-of-way, which will be costly and for which no funds are currently identified.

To avoid having to acquire 19+ feet of additional right-of-way for the corridor, the City would like to examine the impact of converting two of the existing vehicle travel lanes to BRT use. This would then allow for bike, sidewalk, and beautification improvements to occur within the 120 feet of existing right of way. LTD's short time frame to complete the BRT environmental assessment and secure federal funding does not allow adequate time for the City's desired review of significant design alternatives, such as removing travel lanes or widening the right-of-way another 19+ feet.

Phased Review. City and LTD staff propose a three-phase improvement plan for the BRT University of Oregon/Franklin Boulevard segment, I-5 to East 11th Avenue, in accordance with the phased approach described below:

Phase 1: Phase 1 would be implementation of the proposal described in the attachments to the Council packet. That is the alternative contained within the 120-foot right-of-way (with minor exceptions), inclusion of an eastbound bike lane from 13th Avenue east, no removal of median trees except for two at bus stations, etc. Included in this first phase is the addition of selected right-of-way acquisitions outside of the 120 feet for beautification purposes. The City will immediately begin looking for property outside of the existing right-of-way that could be acquired now for immediate tree