Main-McVay Transit Study

Stakeholder Advisory Committee

Meeting #7

October 28, 2014

A collaborative study between

SPRINGFIELD OREGON

Lane Transit District

58th / A Street

Main-McVay Transit Study

Stakeholder Advisory Committee Meeting #7

October 28, 2014

WELCOME & AGENDA REVIEW

Agenda Review

- Welcome & Agenda Review
- Community Input Summary
- Governance Team Update
- Tier II Screening & SAC Recommendations
- Next Steps & Adjourn

Main-McVay Transit Study

COMMUNITY INPUT SUMMARY

Community Input Summary

- Written Comments
  - None
- Website Input
  - 1 email
- Email Correspondence
  - None
- Main Street Interested Parties List Updates
  - Week of October 27
- Community Outreach
  - LTD Board and SCC Progress Updates

Main-McVay Transit Study

GOVERNANCE TEAM UPDATE

Narrowed Range of Solutions

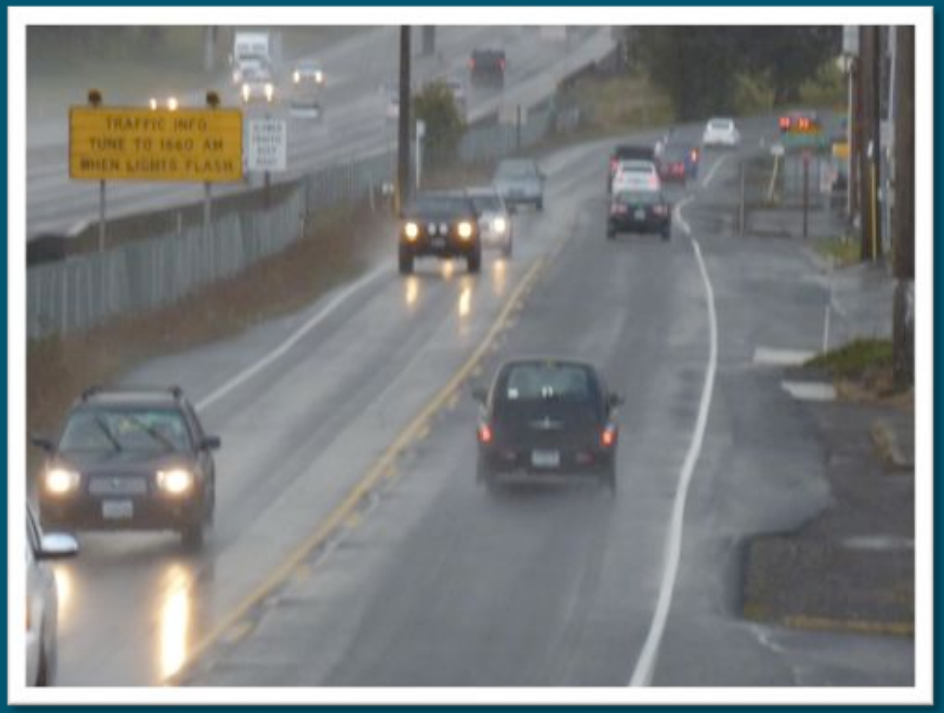
- GT met 10/9
- GT agreed with all of SAC recommended transit solutions to advance to Tier II Screening

Revisions to Evaluation Criteria

- GT reviewed SAC request to modify criterion for Objective 1.6
- GT did not agree with modification

Revisions to Evaluation Criteria

- Want to maintain option to develop transit solutions that provide beneficial disproportionate impacts to certain populations
- For example, improvements associated with access by persons with disabilities, such as improved curb cuts and access ramps, may disproportionately benefit disabled persons, but this may be a desirable improvement



Main-McVay Transit Study

TIER II SCREENING & SAC RECOMMENDATIONS

Tier II Screening

- More In-Depth Screening
  - ***Reasonable probability of solving identified transportation problems***
  - Allows for comparing and contrasting options
  - Qualitative and Quantitative
- Project Team Recommendations
  - Reviewed 12 options against 47 criteria
  - Recommend eliminating 7 transit options, advancing 5 options
- Basis for Eliminating Options
  - Not cost effective – Increases capital and/or operating costs
  - Doesn't provide connectivity
  - Doesn't improve travel time
  - Potential for significant adverse impacts

Tier II Screening

- Some factors to consider as you make your recommendation
  - Subtotal and total scores don't tell whole story
  - Review criteria for key issues and to compare and contrast
  - No one solution is the "perfect solution", must find a balanced solution
- Do you agree with project team's findings?
  - How well each solution meets Study's Goals and Objectives (scoring)
  - Compared to each other, which solution(s) are most likely to correct the transportation problem (recommendation)

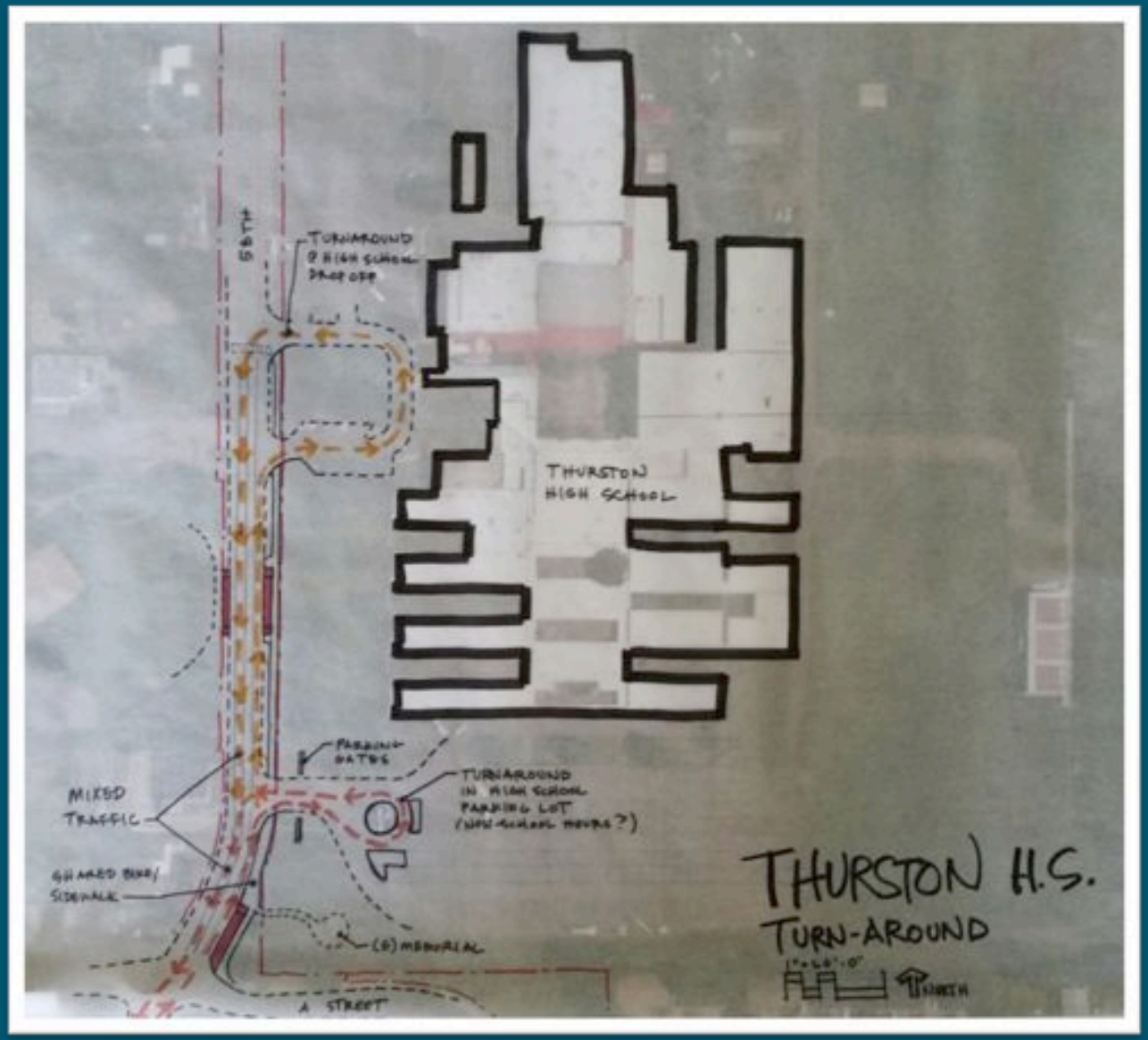
Tier II Screening

- BRT Station Spacing
  - *Less than* 1/3 mile apart – approximately 1/4 mile apart
  - Approximately 1/3 mile apart
  - *More than* 1/3 mile apart – approximately 1/2 mile apart
- BRT Routing : Main Street East, Eastern Terminus
  - Thurston Station
    - with connector service – routing to be determined
  - Thurston High School
    - with connector service – routing to be determined
  - Possible combination
    - some trips extend to Thurston High School during peak school times

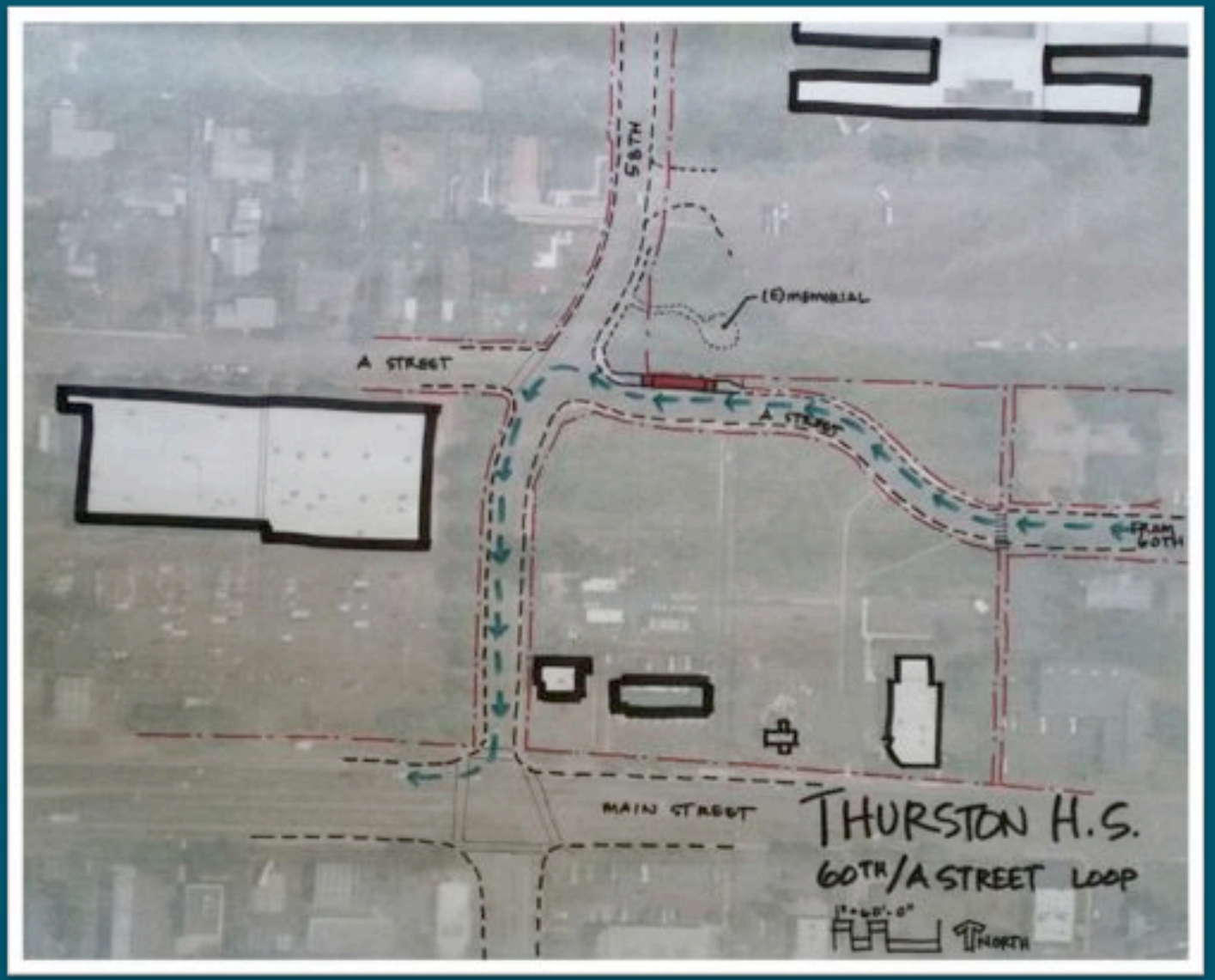
Corridor

Eastern Terminus

Thurston H.S. Turn-Around



Thurston H.S. 60th/A St Loop



Tier II Screening

- BRT Routing: Main Street Downtown
  - Main Street / South A Couplet
  - South A Street (eastbound and westbound)
  - South A Street to 10th; Couplet east of 10th
  - South A Street to 14th; Couplet east of 14th
- BRT Routing: McVay South
  - McVay Highway (west side of I-5)
  - Old Franklin (east side of I-5)

Tier II Screening

-3	-2	-1	0	+1	+2	+3	NA
Least Effective / Potential Adverse Effects			Neutral / No Anticipated Effects	Most Effective / Potential Beneficial Effects			Not Affected by Options

Main-McVay Transit Study

BRT STATION SPACING

PROJECT TEAM RECOMMENDATIONS

Assumptions

- Stops were located along corridor to meet general spacing requirements and to correspond to activity areas and available pedestrian crossings

Options	# Stops Main Street Segment	# Stops McVay Highway Segment	# Passenger Stops Per Round Trip
Less than 1/3 mile stop spacing	21	11	63
Approximately 1/3 mile stop spacing	14	9	45
Greater than 1/3 mile stop spacing	9	7	31

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Stations spaced less than 1/3 mile apart	Stations spaced approx. 1/3 mile apart	Stations spaced more than 1/3 mile apart
Goal 1: Improve corridor transit service				
Objective 1.1: Improve transit travel time	**A. Round trip transit pm peak travel time between select origins and destinations**	0	2	3
Objective 1.2: Improve transit service reliability	A. On-time performance (no more than 4 minutes late) of transit service	NA	NA	NA
Objective 1.3: Provide convenient transit connections that minimizes the need to transfer	A. Number of transfers required between heavily used origin-destination pairs	NA	NA	NA
Objective 1.4: Increase transit ridership and mode share in the corridor	**A. Average weekday boardings on Corridor routes**	1	2	2
	B. Transit mode share along the corridor	1	2	2
Objective 1.5: Improve access of other modes such as walking, bicycling, and auto (park and ride) to transit	**A. Population within ½ mile of transit stop**	2	1	0
	B. Bicycle capacity at stops, stations, and on the bus	3	2	1
	C. Number of park and ride spaces with direct transit access to major destinations	0	0	0
	D. Assessment of accessibility by persons with mobility challenges	1	-1	-3
Objective 1.6: Enhance equitable transit for users without regard to race, color, religion, sex, sexual orientation, national origin, marital status, age, disability, or economic status	A. Distribution of transit service and facility improvements that avoid disproportionate impacts on those populations along the Corridor.	0	0	0
	Scoring Subtotal Goal 1	**8**	**8**	**5**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Stations spaced less than 1/3 mile apart	Stations spaced approx. 1/3 mile apart	Stations spaced more than 1/3 mile apart
Goal 2: Meet current and future transit demand in a cost-effective manner				
Objective 2.1: Control the increase in transit operating cost to serve the corridor	**A. Cost per trip**	0	2	2
	B. Impact on LTD operating and maintenance costs	0	2	3
	C. Meet or exceed FTA's Small Starts requirements for cost-effectiveness	1	2	2
	D. Cost to local taxpayers	0	2	3
Objective 2.2: Increase transit capacity to meet current and projected ridership demand	A. Capacity of transit service relative to the current and projected ridership	NA	NA	NA
Objective 2.3: Implement corridor improvements that provide an acceptable return on investment	**A. Benefit/cost assessment of planned improvements**	-1	2	2
Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment	A. Results of screening-level assessment of environmental impacts of transit solutions	0	1	1
	Scoring Subtotal Goal 2	**0**	**11**	**13**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Stations spaced less than 1/3 mile apart	Stations spaced approx. 1/3 mile apart	Stations spaced more than 1/3 mile apart
Goal 3:	Support economic development, revitalization and land use redevelopment opportunities for the corridor			
Objective 3.1: Support development and redevelopment as planned in other adopted documents	A. Support for the overall BRT System Plan	1	3	2
	B. Support for the Springfield Transportation System Plan (STSP) Frequent Transit Network (FTN) concept	2	2	2
	C. Amount of vacant and underutilized land within ½ miles of stops/stations	2	1	0
	D. Acquisitions and/or displacement of residents measured in acres of property acquired and residential unit and parking displacements	-1	0	0
	E. Local jobs created by project construction	2	1	0
	F. Percentage of current and planned population within ½ mile of FTN stop	2	1	0
	G. Percentage of current and planned employment within ½ mile of FTN stop	2	1	0
Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity	A. Potential impact to street trees, landscaping	-2	-1	0
	B. Number of transit-related visual elements identified in adopted plans that would be implemented by transit solutions	1	1	1
	C. Potential impacts to the natural environment	0	0	0
	D. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of economic activity areas	3	2	1

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Stations spaced less than 1/3 mile apart	Stations spaced approx. 1/3 mile apart	Stations spaced more than 1/3 mile apart
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor				
Objective 3.3: Coordinate transit improvements with other Main Street projects	A. Capability of transit improvement to coordinate with other Main Street projects identified in adopted plans	2	2	1
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Main Street projects	3	2	1
Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects	A. Capability of transit improvement to coordinate with other Franklin Boulevard / McVay Highway projects identified in adopted plans	2	2	2
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Franklin Boulevard / McVay Highway projects	3	2	1
Objective 3.5: Minimize adverse impacts to existing businesses and industry	A. Impacts to businesses along the Corridor measured in number and total acres of properties acquired, parking displacements, and access impacts.	-2	-1	0
	B. Impact on freight and delivery operations for Corridor businesses	-2	0	2
	Scoring Subtotal Goal 3	**18**	**18**	**13**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Stations spaced less than 1/3 mile apart	Stations spaced approx. 1/3 mile apart	Stations spaced more than 1/3 mile apart
Goal 4: Enhance the safety and security of the corridor				
Objective 4.1: Improve the safety of pedestrians and bicyclists accessing transit and crossing Main Street	**A. Number and quality of designated (marked) crossings near transit stops (signalized or unsignalized)**	-1	0	1
	B. General assessment of safety for persons with mobility challenges	2	1	0
	C. General assessment of potential to reduce the number of pedestrian / vehicle collisions	0	0	0
	D. General assessment of potential to reduce the number of bicycle / vehicle collisions	-1	0	1
Objective 4.2: Enhance the security of transit users and of the corridor as a whole	A. Amount of added street lighting	1	1	1
	B. Amount of added lighting at / near transit stops	3	2	1
	C. Extent and character of stop and station improvements	3	2	1
	Scoring Subtotal Goal 4	**7**	**6**	**5**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Stations spaced less than 1/3 mile apart	Stations spaced approx. 1/3 mile apart	Stations spaced more than 1/3 mile apart
Goal 5: Enhance other modes of travel				
Objective 5.1: Improve transit operations in a way that is mutually beneficial to vehicular traffic flow around transit stops and throughout the corridor	A. Impact on current and future year intersection Level of Service (LOS)	-1	0	1
	B. Impact on current and future year PM peak hour auto / truck travel times	-1	0	1
Objective 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops	A. General assessment of the interface with pedestrians and bicyclists	-1	0	1
	B. Length of new or improved sidewalk in stop and station areas	3	2	1
	C. Length of new or improved bike lanes in stop and station areas	3	2	1
	D. Number of bicycle treatments in stop and station areas	3	2	1
	Scoring Subtotal Goal 5	**6**	**6**	**6**
SCORING TOTALS		**39**	**49**	**42**

Key Findings

- Travel time considerably faster with fewer stops
- Reduced travel time results in reduced operating cost
- Capital costs are considerably higher with more stops
- Wider stop spacing can reduce delay for other motorists
- Access is improved with more stops
- Current and projected population and employment within 1/2 mile of BRT stop decreases with wider stop spacing
- More stops support higher level of investment

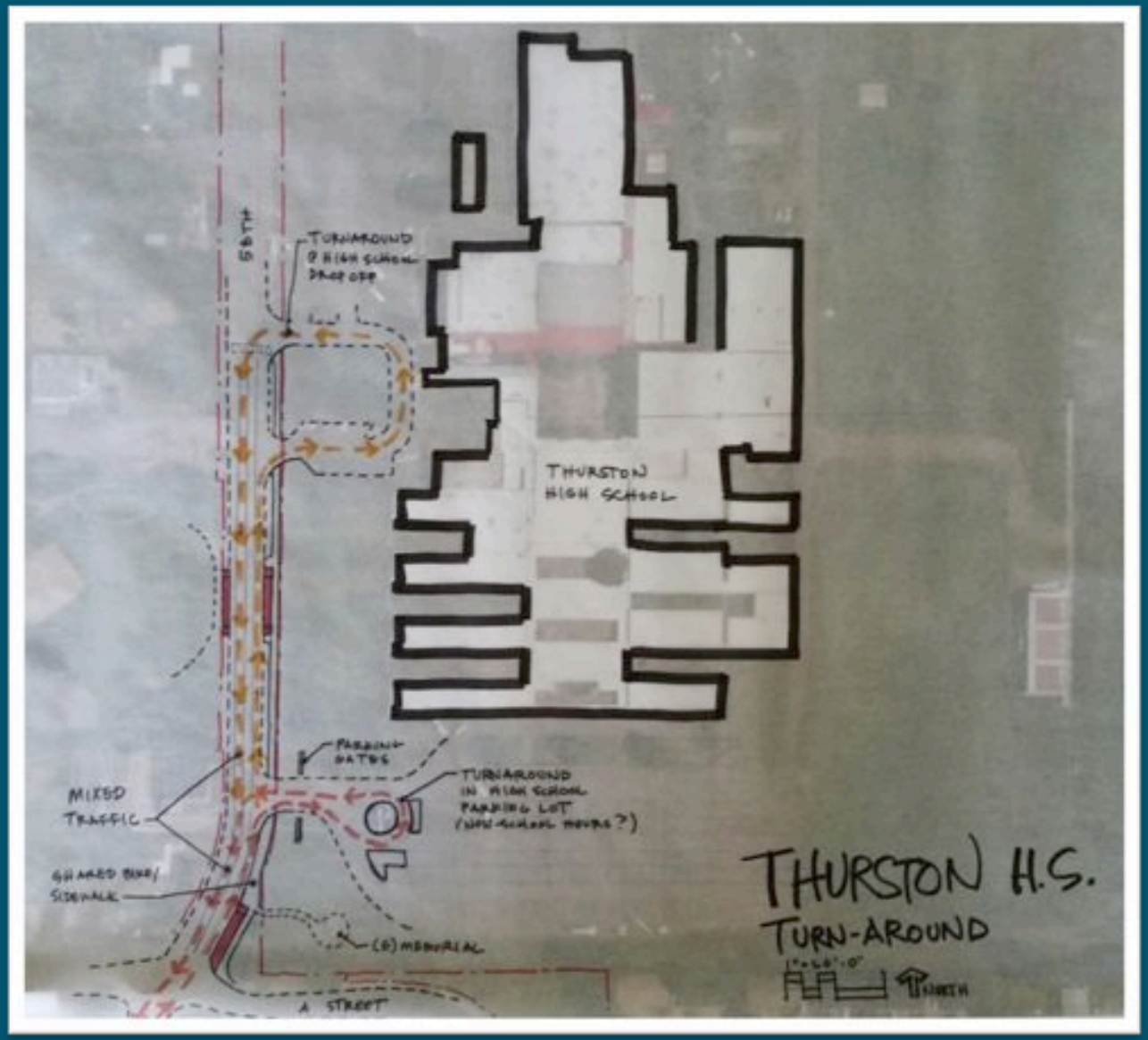
Project Team Recommendation

- Eliminate *less than* 1/3 mile and *greater than* 1/3 mile options
- Advance 1/3 mile BRT stop spacing option
  - Provides for continued easy access for large majority for users
  - Reduces delay for others motorists
  - Results in considerable savings in travel time, operating cost, and capital cost when compared to 1/4 mile spacing option
  - While 1/2 mile spacing option further reduces travel time, operating costs, and capital costs, it creates access concerns, especially for persons with limited mobility

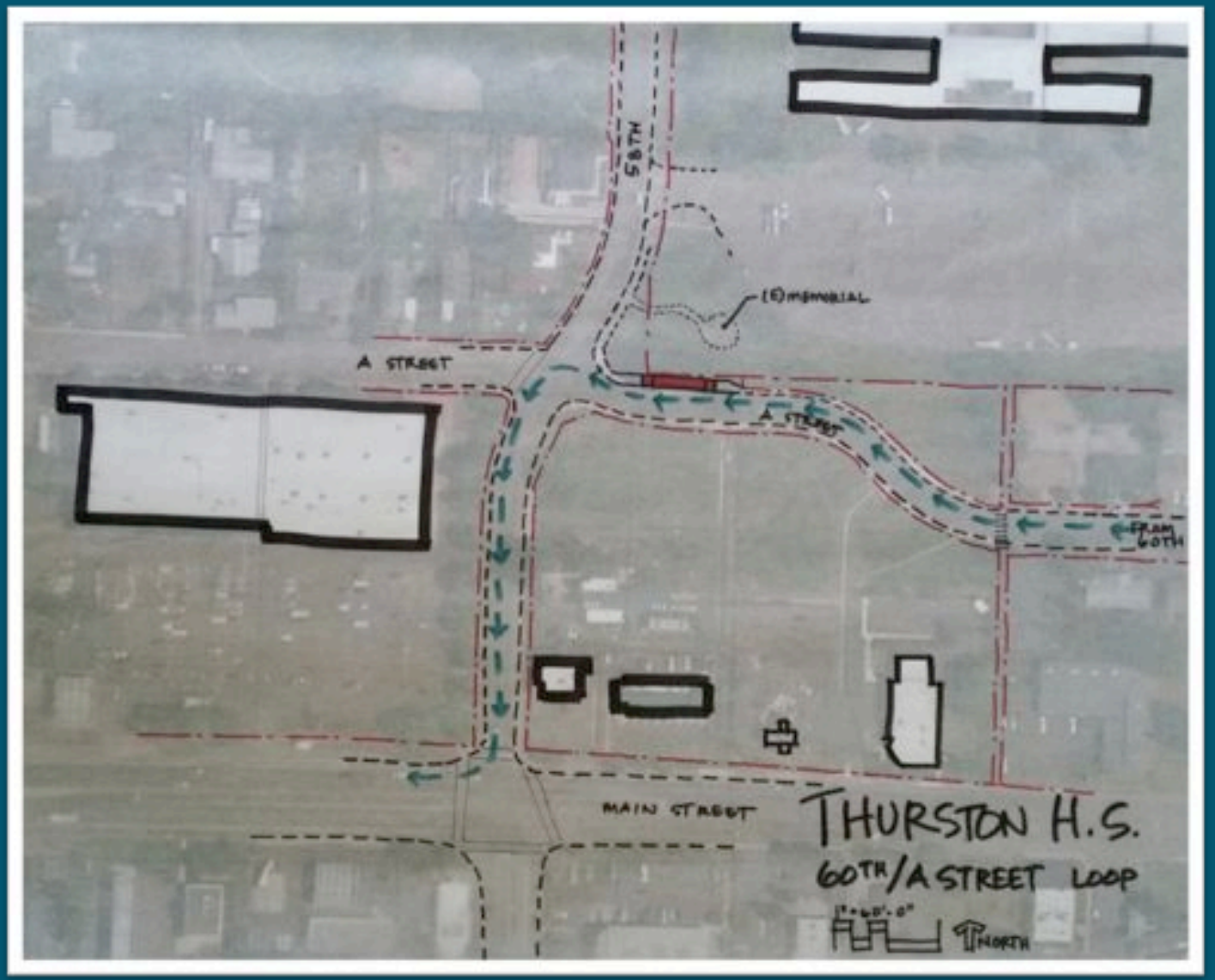
Main-McVay Transit Study

BRT ROUTING: MAIN STREET EAST, EASTERN TERMINUS

Thurston H.S. Turn-Around



Thurston H.S. 60th/A St Loop



Assumptions

- 3 routing options serve Thurston High School
  - Uses turnaround immediately in front of high school with passenger stops on 58th Street
  - Turns around in the south parking lot with stop on 58th Street
  - Use neighborhood streets (Main to 60th to A Street to 58th) with stop on A Street
- Travel time for each option is 7 minutes for round trip from Thurston Station
- For combination option, assumed 3 morning trips and 3 afternoon trips, and service to provided only when school is in session
- Option that ends at Thurston Station assumes that half existing H.S. ridership would be lost as result of transfer

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Thurston Station (with connector service)	Thurston High School (with connector service)	Combination (extend service to Thurston HS during school start / end times)
Goal 1: Improve corridor transit service				
Objective 1.1: Improve transit travel time	A. Round trip transit pm peak travel time between select origins and destinations	3	1	2
Objective 1.2: Improve transit service reliability	A. On-time performance (no more than 4 minutes late) of transit service	NA	NA	NA
Objective 1.3: Provide convenient transit connections that minimizes the need to transfer	**A. Number of transfers required between heavily used origin-destination pairs**	-2	-1	-1
Objective 1.4: Increase transit ridership and mode share in the corridor	**A. Average weekday boardings on Corridor routes**	1	2	2
	B. Transit mode share along the corridor	1	2	2
Objective 1.5: Improve access of other modes such as walking, bicycling, and auto (park and ride) to transit	**A. Population with ½ mile of transit stop**	0	1	1
	B. Bicycle capacity at stops, stations, and on the bus	0	1	1
	C. Number of park and ride spaces with direct transit access to major destinations	0	0	0
	D. Assessment of accessibility by persons with mobility challenges	-1	0	0
Objective 1.6: Enhance equitable transit for users without regard to race, color, religion, sex, sexual orientation, national origin, marital status, age, disability, or economic status	A. Distribution of transit service and facility improvements that avoid disproportionate impacts on those populations along the Corridor.	0	0	0
	Scoring Subtotal Goal 1	**2**	**6**	**7**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Thurston Station (with connector service)	Thurston High School (with connector service)	Combination (extend service to Thurston HS during school start / end times)
Goal 2: Meet current and future transit demand in a cost-effective manner				
Objective 2.1: Control the increase in transit operating cost to serve the corridor	**A. Cost per trip**	3	-2	2
	B. Impact on LTD operating and maintenance costs	3	-2	1
	C. Meet or exceed FTA's Small Starts requirements for cost-effectiveness	3	1	2
	D. Cost to local taxpayers	3	-1	2
Objective 2.2: Increase transit capacity to meet current and projected ridership demand	A. Capacity of transit service relative to the current and projected ridership	0	2	1
Objective 2.3: Implement corridor improvements that provide an acceptable return on investment	**A. Benefit/cost assessment of planned improvements**	3	0	-1
Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment	A. Results of screening-level assessment of environmental impacts of transit solutions	0	0	0
	Scoring Subtotal Goal 2	**15**	**-2**	**7**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Thurston Station (with connector service)	Thurston High School (with connector service)	Combination (extend service to Thurston HS during school start / end times)
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor				
Objective 3.1: Support development and redevelopment as planned in other adopted documents	A. Support for the overall BRT System Plan	3	1	1
	B. Support for the Springfield Transportation System Plan (STSP) Frequent Transit Network (FTN) concept	3	1	1
	C. Amount of vacant and underutilized land within ½ miles of stops/stations	0	0	0
	D. Acquisitions and/or displacement of residents measured in acres of property acquired and residential unit and parking displacements	0	-2	-2
	E. Local jobs created by project construction	0	1	1
	F. Percentage of current and planned population within ½ mile of FTN stop	0	1	1
	G. Percentage of current and planned employment within ½ mile of FTN stop	0	0	0
Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity	A. Potential impact to street trees, landscaping	0	-1	-1
	B. Number of transit-related visual elements identified in adopted plans that would be implemented by transit solutions	0	0	0
	C. Potential impacts to the natural environment	0	-1	-1
	D. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of economic activity areas	0	1	1

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Thurston Station (with connector service)	Thurston High School (with connector service)	Combination (extend service to Thurston HS during school start / end times)
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor				
Objective 3.3: Coordinate transit improvements with other Main Street projects	A. Capability of transit improvement to coordinate with other Main Street projects identified in adopted plans	0	1	1
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Main Street projects	0	1	1
Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects	A. Capability of transit improvement to coordinate with other Franklin Boulevard / McVay Highway projects identified in adopted plans	NA	NA	NA
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Franklin Boulevard / McVay Highway projects	NA	NA	NA
Objective 3.5: Minimize adverse impacts to existing businesses and industry	**A. Impacts to businesses along the Corridor measured in number and total acres of properties acquired, parking displacements, and access impacts.**	0	0	0
	B. Impact on freight and delivery operations for Corridor businesses	0	-1	-1
	Scoring Subtotal Goal 3	**6**	**2**	**2**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Thurston Station (with connector service)	Thurston High School (with connector service)	Combination (extend service to Thurston HS during school start / end times)
Goal 4: Enhance the safety and security of the corridor				
Objective 4.1: Improve the safety of pedestrians and bicyclists accessing transit and crossing Main Street	A. Number and quality of designated (marked) crossings near transit stops (signalized or unsignalized)	0	0	0
	B. General assessment of safety for persons with mobility challenges	-2	2	1
	C. General assessment of potential to reduce the number of pedestrian / vehicle collisions	0	3	2
	D. General assessment of potential to reduce the number of bicycle / vehicle collisions	0	1	1
Objective 4.2: Enhance the security of transit users and of the corridor as a whole	A. Amount of added street lighting	0	0	0
	B. Amount of added lighting at / near transit stops	0	1	1
	C. Extent and character of stop and station improvements	0	1	1
	Scoring Subtotal Goal 4	**-2**	**8**	**6**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Thurston Station (with connector service)	Thurston High School (with connector service)	Combination (extend service to Thurston HS during school start / end times)
Goal 5: Enhance other modes of travel				
Objective 5.1: Improve transit operations in a way that is mutually beneficial to vehicular traffic flow around transit stops and throughout the corridor	A. Impact on current and future year intersection Level of Service (LOS)	0	-1	-1
	B. Impact on current and future year PM peak hour auto / truck travel times	0	-1	0
Objective 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops	**A. General assessment of the interface with pedestrians and bicyclists**	0	0	0
	B. Length of new or improved sidewalk in stop and station areas	0	0	0
	C. Length of new or improved bike lanes in stop and station areas	0	0	0
	D. Number of bicycle treatments in stop and station areas	0	0	0
	Scoring Subtotal Goal 5	**0**	**-2**	**-1**
SCORING TOTAL		**21**	**12**	**21**

Key Findings

- Thurston High School extension would add $400,000 in additional annual operating cost if extension occurs at all times
  - Additional operating cost is approximately $17,000 if service extension to high school only occurs during school start and end times and only when school is in session
- Extension would add approximately 75 riders per weekday if done at all times, and 50 riders if only for selected trips
- Capital costs for extension are approximately $1.5 million
  - Based on adding one station and one peak bus
  - Would be same cost with either extension for all trips or extension for limited trips
- Absence of direct service to Thurston High School would likely result in some high school students walking to Thurston Station
  - Creates some potential safety issues with students crossing Main Street

Project Team Recommendation

- Advance combination option
  - Assuming safe and convenient routing and station location can be established
  - If not, Project Team recommends using Thurston Station as eastern terminus
  - Option of extending every trip to Thurston High School would significantly increase ridership costs without commensurate increase in ridership

Main-McVay Transit Study

BRT ROUTING: MAIN STREET DOWNTOWN

Couplet Option –South A Street / Main Street

Couplet Option –Two-Way on South A Street

Combination Option –Two-Way on South A Street Routing West of 10th

Combination Option – Two-Way on South A Street Routing West of 14th

Assumptions

- Stations for each alignment were assumed using 1/3 mile spacing to be at 10th and 14th Streets (on either Main or South A Streets)
- Contraflow lane (BRT traveling in protected exclusive lane) was assumed to use existing northern-most travel lane on South A Street (leaving two eastbound travel lanes)

10th

14th

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Main Street / South A Couplet	South A Street (eastbound and westbound)	South A Street to 10th or 14th; Couplet east of 10th or 14th
Goal 1: Improve corridor transit service				
Objective 1.1: Improve transit travel time	**A. Round trip transit pm peak travel time between select origins and destinations**	0	2	1
Objective 1.2: Improve transit service reliability	A. On-time performance (no more than 4 minutes late) of transit service	0	0	1
Objective 1.3: Provide convenient transit connections that minimizes the need to transfer	A. Number of transfers required between heavily used origin-destination pairs	NA	NA	NA
Objective 1.4: Increase transit ridership and mode share in the corridor	**A. Average weekday boardings on Corridor routes**	2	1	2
	B. Transit mode share along the corridor	2	1	2
Objective 1.5: Improve access of other modes such as walking, bicycling, and auto (park and ride) to transit	**A. Population with ½ mile of transit stop**	2	1	2
	B. Bicycle capacity at stops, stations, and on the bus	0	0	0
	C. Number of park and ride spaces with direct transit access to major destinations	0	0	0
	D. Assessment of accessibility by persons with mobility challenges	1	-1	1
Objective 1.6: Enhance equitable transit for users without regard to race, color, religion, sex, sexual orientation, national origin, marital status, age, disability, or economic status	A. Distribution of transit service and facility improvements that avoid disproportionate impacts on those populations along the Corridor.	0	0	0
	Scoring Subtotal Goal 1	**7**	**4**	**9**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions		
		Main Street / South A Couplet	South A Street (eastbound and westbound)	South A Street to 10th or 14th; Couplet east of 10th or 14th
Goal 2: Meet current and future transit demand in a cost-effective manner				
Objective 2.1: Control the increase in transit operating cost to serve the corridor	**A. Cost per trip**	0	0	0
	B. Impact on LTD operating and maintenance costs	0	2	1
	C. Meet or exceed FTA's Small Starts requirements for cost-effectiveness	0	2	1
	D. Cost to local taxpayers	0	0	0
Objective 2.2: Increase transit capacity to meet current and projected ridership demand	A. Capacity of transit service relative to the current and projected ridership	0	0	0
Objective 2.3: Implement corridor improvements that provide an acceptable return on investment	A. Benefit/cost assessment of planned improvements	0	0	0
Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment	A. Results of screening-level assessment of environmental impacts of transit solutions	0	0	0
	Scoring Subtotal Goal 2	**0**	**4**	**2**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions		
		Main Street / South A Couplet	South A Street (eastbound and westbound)	South A Street to 10th or 14th; Couplet east of 10th or 14th
Goal 3:	Support economic development, revitalization and land use redevelopment opportunities for the corridor			
Objective 3.1: Support development and redevelopment as planned in other adopted documents	A. Support for the overall BRT System Plan	1	3	2
	B. Support for the Springfield Transportation System Plan (STSP) Frequent Transit Network (FTN) concept	1	1	1
	C. Amount of vacant and underutilized land within ½ miles of stops/stations	0	1	1
	D. Acquisitions and/or displacement of residents measured in acres of property acquired and residential unit and parking displacements	0	-1	0
	E. Local jobs created by project construction	0	0	0
	F. Percentage of current and planned population within ½ mile of FTN stop	1	0	1
	G. Percentage of current and planned employment within ½ mile of FTN stop	1	0	1
Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity	A. Potential impact to street trees, landscaping	0	0	0
	B. Number of transit-related visual elements identified in adopted plans that would be implemented by transit solutions	0	0	0
	C. Potential impacts to the natural environment	0	0	0
	D. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of economic activity areas	1	0	1

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Main Street / South A Couplet	South A Street (eastbound and westbound)	South A Street to 10th or 14th; Couplet east of 10th or 14th
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor				
Objective 3.3: Coordinate transit improvements with other Main Street projects	A. Capability of transit improvement to coordinate with other Main Street projects identified in adopted plans	1	0	1
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Main Street projects	1	0	1
Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects	A. Capability of transit improvement to coordinate with other Franklin Boulevard / McVay Highway projects identified in adopted plans	NA	NA	NA
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Franklin Boulevard / McVay Highway projects	NA	NA	NA
Objective 3.5: Minimize adverse impacts to existing businesses and industry	A. Impacts to businesses along the Corridor measured in number and total acres of properties acquired, parking displacements, and access impacts.	0	-1	1
	B. Impact on freight and delivery operations for Corridor businesses	0	0	-1
	Scoring Subtotal Goal 3	**7**	**3**	**9**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions Main Street / South A Couplet	South A Street (eastbound and westbound)	South A Street to 10th or 14th; Couplet east of 10th or 14th
Goal 4: Enhance the safety and security of the corridor				
Objective 4.1: Improve the safety of pedestrians and bicyclists accessing transit and crossing Main Street	**A. Number and quality of designated (marked) crossings near transit stops (signalized or unsignalized)**	2	0	2
	B. General assessment of safety for persons with mobility challenges	1	-1	0
	C. General assessment of potential to reduce the number of pedestrian / vehicle collisions	0	0	0
	D. General assessment of potential to reduce the number of bicycle / vehicle collisions	0	0	-2
Objective 4.2: Enhance the security of transit users and of the corridor as a whole	A. Amount of added street lighting	0	0	0
	B. Amount of added lighting at / near transit stops	0	0	0
	C. Extent and character of stop and station improvements	0	0	0
	Scoring Subtotal Goal 4	**3**	**-1**	**0**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions		
		Main Street / South A Couplet	**South A Street (eastbound and westbound)**	**South A Street to 10th or 14th; Couplet east of 10th or 14th**
Goal 5: Enhance other modes of travel				
Objective 5.1: Improve transit operations in a way that is mutually beneficial to vehicular traffic flow around transit stops and throughout the corridor	A. Impact on current and future year intersection Level of Service (LOS)	0	-1	-2
	B. Impact on current and future year PM peak hour auto / truck travel times	0	-1	-2
Objective 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops	**A. General assessment of the interface with pedestrians and bicyclists**	0	0	0
	B. Length of new or improved sidewalk in stop and station areas	0	0	0
	C. Length of new or improved bike lanes in stop and station areas	0	0	0
	D. Number of bicycle treatments in stop and station areas	0	0	0
	Scoring Subtotal Goal 5	**0**	**-2**	**-2**
SCORING TOTAL		**17**	**8**	**19**

Key Findings

- Travel through traffic signals increases travel time and reduces reliability
- Contraflow (South A Street) Option
  - Provides shortest travel times
  - Increases pedestrian conflicts slightly
  - Reduces bike conflicts on Main Street
  - Reduces eastbound roadway capacity
  - Having both eastbound and westbound stations on South A Street would likely require additional ROW

Key Findings

- Couplet and Combination Options
  - Provide better access to today compared to Contraflow option
  - Little to no difference between any options in future
- Contraflow and Combination Options
  - Require exclusive transit lane on South A Street that operates contraflow to traffic
  - Contraflow lane not subject to traffic congestion delays except at signalized intersections
  - Using 14th Street would result in poorer pedestrian access from downtown

Project Team Recommendation

- Advance Combination Option using 10th Street
  - Provides for same stop locations as Couplet Option
  - Eliminates bus travel through most congested part of downtown Springfield
  - Contraflow on South A Street provides for faster westbound travel than using Main Street between 5th and 10th Streets, and avoids more traffic signals
- Eliminate
  - Main Street / South A Couplet
  - South A Street (eastbound and westbound)
  - Combination Option using 14th Street

Main-McVay Transit Study

BRT ROUTING: MCVAY SOUTH

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions McVay Highway (west side of I-5)	Transit Solutions Old Franklin (east side of I-5)
Goal 1: Improve corridor transit service			
Objective 1.1: Improve transit travel time	**A. Round trip transit pm peak travel time between select origins and destinations**	0	0
Objective 1.2: Improve transit service reliability	A. On-time performance (no more than 4 minutes late) of transit service	-1	1
Objective 1.3: Provide convenient transit connections that minimizes the need to transfer	A. Number of transfers required between heavily used origin-destination pairs	NA	NA
Objective 1.4: Increase transit ridership and mode share in the corridor	**A. Average weekday boardings on Corridor routes**	0	0
	B. Transit mode share along the corridor	0	0
Objective 1.5: Improve access of other modes such as walking, bicycling, and auto (park and ride) to transit	**A. Population with ½ mile of transit stop**	0	0
	B. Bicycle capacity at stops, stations, and on the bus	0	0
	C. Number of park and ride spaces with direct transit access to major destinations	0	0
	D. Assessment of accessibility by persons with mobility challenges	1	-1
Objective 1.6: Enhance equitable transit for users without regard to race, color, religion, sex, sexual orientation, national origin, marital status, age, disability, or economic status	A. Distribution of transit service and facility improvements that avoid disproportionate impacts on those populations along the Corridor.	0	0
	Scoring Subtotal Goal 1	**0**	**0**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions McVay Highway (west side of I-5)	Transit Solutions Old Franklin (east side of I-5)
Goal 2: Meet current and future transit demand in a cost-effective manner			
Objective 2.1: Control the increase in transit operating cost to serve the corridor	**A. Cost per trip**	0	0
	B. Impact on LTD operating and maintenance costs	0	0
	C. Meet or exceed FTA's Small Starts requirements for cost-effectiveness	0	0
	D. Cost to local taxpayers	0	0
Objective 2.2: Increase transit capacity to meet current and projected ridership demand	A. Capacity of transit service relative to the current and projected ridership	0	0
Objective 2.3: Implement corridor improvements that provide an acceptable return on investment	**A. Benefit/cost assessment of planned improvements**	0	0
Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment	**A. Results of screening-level assessment of environmental impacts of transit solutions**	0	-1
	Scoring Subtotal Goal 2	**0**	**-1**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions McVay Highway (west side of I-5)	Transit Solutions Old Franklin (east side of I-5)
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor			
Objective 3.1: Support development and redevelopment as planned in other adopted documents	A. Support for the overall BRT System Plan	0	0
	B. Support for the Springfield Transportation System Plan (STSP) Frequent Transit Network (FTN) concept	0	0
	C. Amount of vacant and underutilized land within ½ miles of stops/stations	0	0
	D. Acquisitions and/or displacement of residents measured in acres of property acquired and residential unit and parking displacements	0	0
	E. Local jobs created by project construction	0	0
	F. Percentage of current and planned population within ½ mile of FTN stop	0	0
	G. Percentage of current and planned employment within ½ mile of FTN stop	0	0
Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity	A. Potential impact to street trees, landscaping	0	0
	B. Number of transit-related visual elements identified in adopted plans that would be implemented by transit solutions	0	0
	C. Potential impacts to the natural environment	0	0
	D. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of economic activity areas	1	0

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions McVay Highway (west side of I-5)	Transit Solutions Old Franklin (east side of I-5)
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor			
Objective 3.3: Coordinate transit improvements with other Main Street projects	A. Capability of transit improvement to coordinate with other Main Street projects identified in adopted plans	NA	NA
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Main Street projects	NA	NA
Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects	A. Capability of transit improvement to coordinate with other Franklin Boulevard / McVay Highway projects identified in adopted plans	NA	NA
	B. Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Franklin Boulevard / McVay Highway projects	NA	NA
Objective 3.5: Minimize adverse impacts to existing businesses and industry	A. Impacts to businesses along the Corridor measured in number and total acres of properties acquired, parking displacements, and access impacts.	0	0
	B. Impact on freight and delivery operations for Corridor businesses	-1	0
	Scoring Subtotal Goal 3	**0**	**0**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions McVay Highway (west side of I-5)	Transit Solutions Old Franklin (east side of I-5)
Goal 4: Enhance the safety and security of the corridor			
Objective 4.1: Improve the safety of pedestrians and bicyclists accessing transit and crossing Main Street	**A. Number and quality of designated (marked) crossings near transit stops (signalized or unsignalized)**	0	0
	B. General assessment of safety for persons with mobility challenges	0	-1
	C. General assessment of potential to reduce the number of pedestrian / vehicle collisions	0	0
	D. General assessment of potential to reduce the number of bicycle / vehicle collisions	0	0
Objective 4.2: Enhance the security of transit users and of the corridor as a whole	A. Amount of added street lighting	0	0
	B. Amount of added lighting at / near transit stops	0	0
	C. Extent and character of stop and station improvements	0	0
	Scoring Subtotal Goal 4	**0**	**-1**

Goals and Objectives	Evaluation Criteria *[**Bolded criteria** indicate criteria most impacted by these options]*	Transit Solutions McVay Highway (west side of I-5)	Transit Solutions Old Franklin (east side of I-5)
Goal 5: Enhance other modes of travel			
Objective 5.1: Improve transit operations in a way that is mutually beneficial to vehicular traffic flow around transit stops and throughout the corridor	A. Impact on current and future year intersection Level of Service (LOS)	0	0
	B. Impact on current and future year PM peak hour auto / truck travel times	0	0
Objective 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops	A. General assessment of the interface with pedestrians and bicyclists	0	0
	B. Length of new or improved sidewalk in stop and station areas	0	0
	C. Length of new or improved bike lanes in stop and station areas	0	0
	D. Number of bicycle treatments in stop and station areas	0	0
	Scoring Subtotal Goal 5	**0**	**0**
SCORING TOTAL		**0**	**-1**

Key Findings

- No significant traffic and transit related differences in any measures between east and west routing
- McVay route serves slightly more development than Old Franklin, though differences are minor
- McVay Highway route is subject to greater traffic congestion, particularly approaching 30th Avenue in morning periods when LCC is in session

Project Team Recommendation

- Advance both McVay and Old Franklin Options
  - There is little difference between two options
  - Further analysis to be conducted in the coming month may determine opportunities for transit priority treatment or other advantages of one option or other

Main-McVay Transit Study

Stakeholder Advisory Committee

NEXT STEPS & ADJOURN

Next Steps

Date	Actions
October 28	Narrow to Draft Range of Most Promising Solutions – *Recommendations for 4 Decision Elements:* • BRT Station Spacing • BRT Terminus / East Main Routing • BRT Downtown Springfield Routing • BRT McVay South Routing

Next Steps

Date	Actions
November 18 1pm – 2pm	GT Review: SAC October 28 Meeting Recommendations
November 18 3pm – 5pm	SAC: Narrow to *Draft Range of Most Promising Solutions* – 3 Decision Elements: • BRT Lane Configurations • BRT Service Options • Enhanced Bus Options
December 4	GT and SAC receive package of Preliminary Draft Range of Most Promising Solutions

Next Steps

Date	Actions
January 8	GT Direction to SAC: SAC's Preliminary Draft Range of Most Promising Transit Solutions
January 27	SAC Recommendation: Draft Range of Most Promising Transit Solutions
February 12	GT Decision: Draft Range of Most Promising Transit Solutions
February 17	SCC Work Session – Review Recommendations
February 24	SAC Thank You and Celebration!

Next Steps

Date	Actions
March 2	Springfield City Council Work Session: Final Draft Range of Most Promising Transit Solutions
March 9	LTD Board Work Session: Review Recommendations
March 16	Springfield City Council Resolution: Final Draft Range of Most Promising Transit Solutions
April 15	LTD Board Resolution: Final Draft Range of Most Promising Transit Solutions

ADJOURN