

# Main-McVay Transit Study

Stakeholder Advisory Committee

Meeting #8

December 9, 2014

*A collaborative study between*



Main-McVay Transit Study  
Stakeholder Advisory Committee  
Meeting #8  
December 9, 2014



# WELCOME & AGENDA REVIEW

# Agenda Review

- Welcome & Agenda Review
- Community Input Summary
- Governance Team Update
- Process Review & Guiding Principles
- Tier II Screening Results – Part B & SAC Recommendations

~ Pizza Break ~

- Next Steps & Adjourn



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# COMMUNITY INPUT SUMMARY

# Community Input Summary

- Written Comments
  - None
- Website Input
  - None
- Email Correspondence
  - 10 emails
- Media
  - 1 editorial
- Main Street E-Updates
  - #4 sent October 29
- Community Outreach
  - Progress Updates
    - LTD Board
    - SCC
    - EmX Steering Committee
  - Central Lane MPO Metropolitan Policy Committee



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# GOVERNANCE TEAM UPDATE



# Project Update

- GT met 11/18
- Updates
  - SAC progress with Tier II Screening
  - Community outreach





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# PROCESS REVIEW & GUIDING PRINCIPLES



# Process Review

Why are we  
doing this study?



Determine if  
there is a  
potential project

# Process Review

What makes a project?



# Process Review

Is there a project?

Yes

No - not  
at this  
time

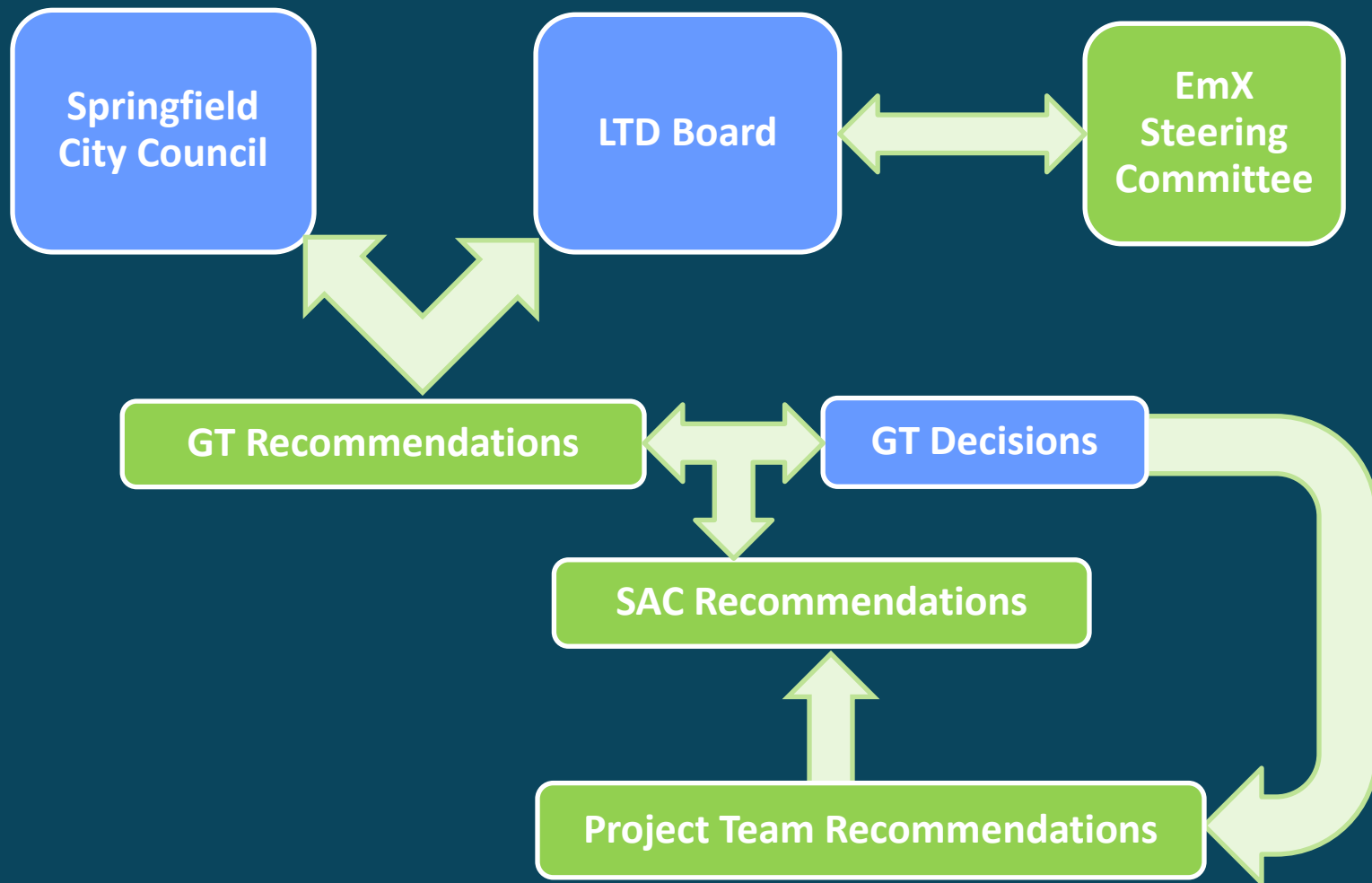
Main Street  
& McVay  
Highway

Main Street  
Only

McVay  
Highway  
Only

Revisit in  
10+ years

# Decision Process



# Guiding Principles

## Is there a viable project?

- Whole Corridor?
- Main Street only?
- McVay Highway only?

## What are the most promising transit solutions?

- Modes?
- Termini?
- Routing concepts?

## Key issues and concerns to be considered?

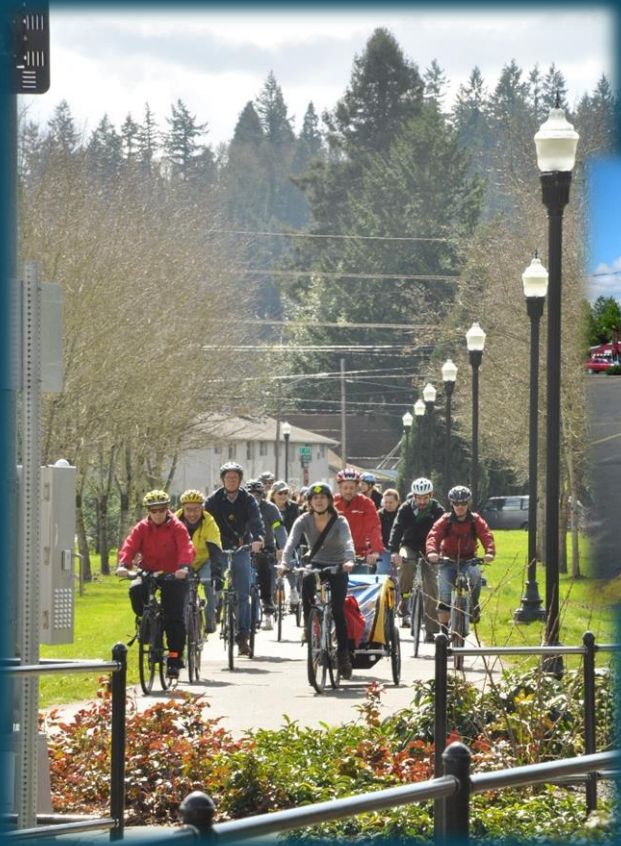
## Key opportunities to be considered?

## Other considerations?



# What this Study is not....

- Deciding which option is best
- Deciding which option to implement
- Completing detailed design
  - Such as specific right of way improvements, station/stop or crossing locations



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# TIER II SCREENING & SAC RECOMMENDATIONS

# Tier II Screening

Decision Elements	Options
BRT Routing: McVay South	<ul style="list-style-type: none"><li>● McVay Highway (west side of I-5)</li><li>● Old Franklin (east side of I-5)</li></ul>
Enhanced Bus Options	<ul style="list-style-type: none"><li>● Main Street</li><li>● McVay Highway</li><li>● Main Street Express</li></ul>
BRT Service Options	<ul style="list-style-type: none"><li>● Franklin-Main; Gateway-McVay</li><li>● Franklin-Main</li><li>● Gateway-McVay</li></ul>
BRT Lane Configurations	<ul style="list-style-type: none"><li>● Low Exclusivity</li><li>● Moderate Exclusivity</li><li>● High Exclusivity</li></ul>

# 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 11 options against 47 criteria
  - Recommend eliminating 5 transit options, advancing 6 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)





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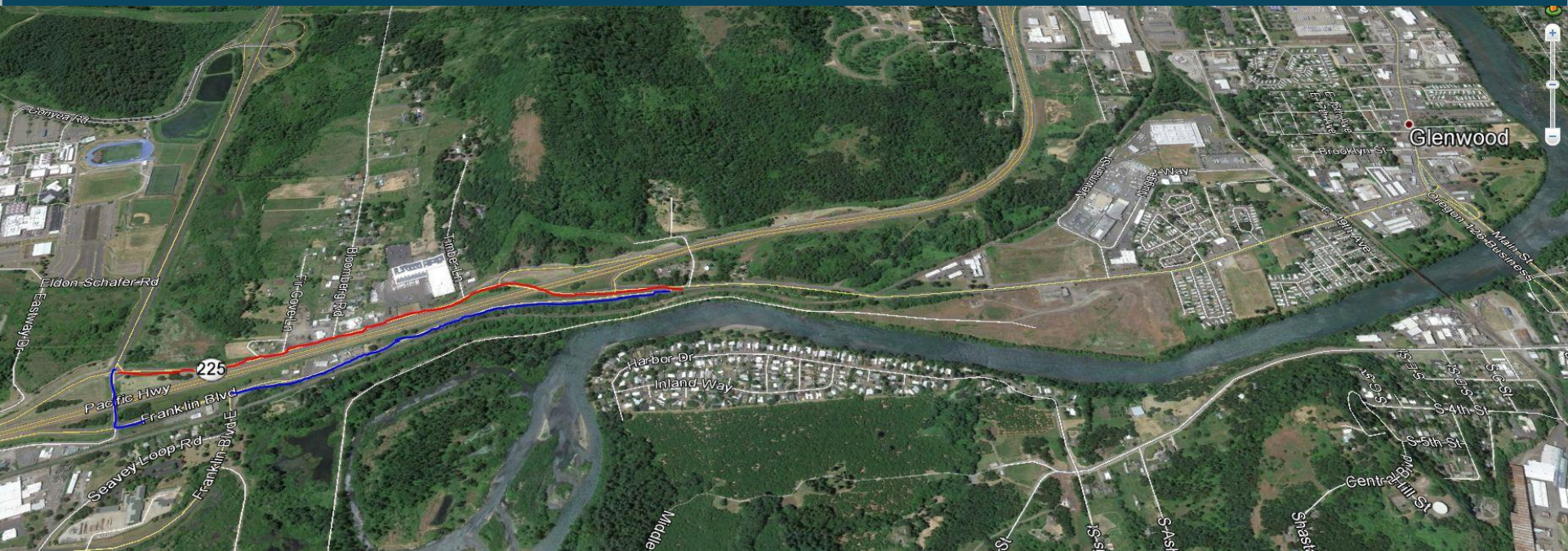
# BRT ROUTING: MCVAY SOUTH

*PROJECT TEAM RECOMMENDATIONS*

# Overview

- Evaluated two options
  - Option 1: McVay Highway (west side of I-5)
  - Option 2: Old Franklin (east side of I-5)
- Recommendation
  - Advance both McVay and Old Franklin Options
  - Review again in package of transit solutions
  - Further review of package of transit solutions may reveal advantages of one option or the other
  - Possible technical differences between two options may continue to be insignificant and choosing one option over other may be based on other community values





# BRT ROUTING: MCVAY SOUTH

BRT Routing: McVay South		
Goals and Objectives	Decision Element Options	
	Option 1: McVay Highway (west side of I-5)	Option 2: Old Franklin (east side of I-5)
Goal 1: Improve corridor transit service	2	3
Goal 2: Meet current and future transit demand in a cost-effective manner	1	-1
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor	10	10
Goal 4: Enhance the safety and security of the corridor	8	8
Goal 5: Enhance other modes of travel	4	5
SCORING TOTAL	25	25

# Key Findings

- No significant traffic and transit related differences between options
- McVay route (Option 1) serves slightly more development than Old Franklin (Option 2), though differences are minor
- McVay route (Option 1) is subject to greater traffic congestion, particularly approaching 30<sup>th</sup> Avenue in morning periods when LCC is in session
- More natural resources adjacent to Old Franklin (Option 2)
- Old Franklin (Option 2) could provide greater access to proposed park plans along riverfront
- No predicted noise impacts
- No air quality impacts projected



# SAC Recommendation?

- BRT Routing: McVay South
  - Option 1: McVay Highway  
(west side of I-5)
  - Option 2: Old Franklin  
(east side of I-5)





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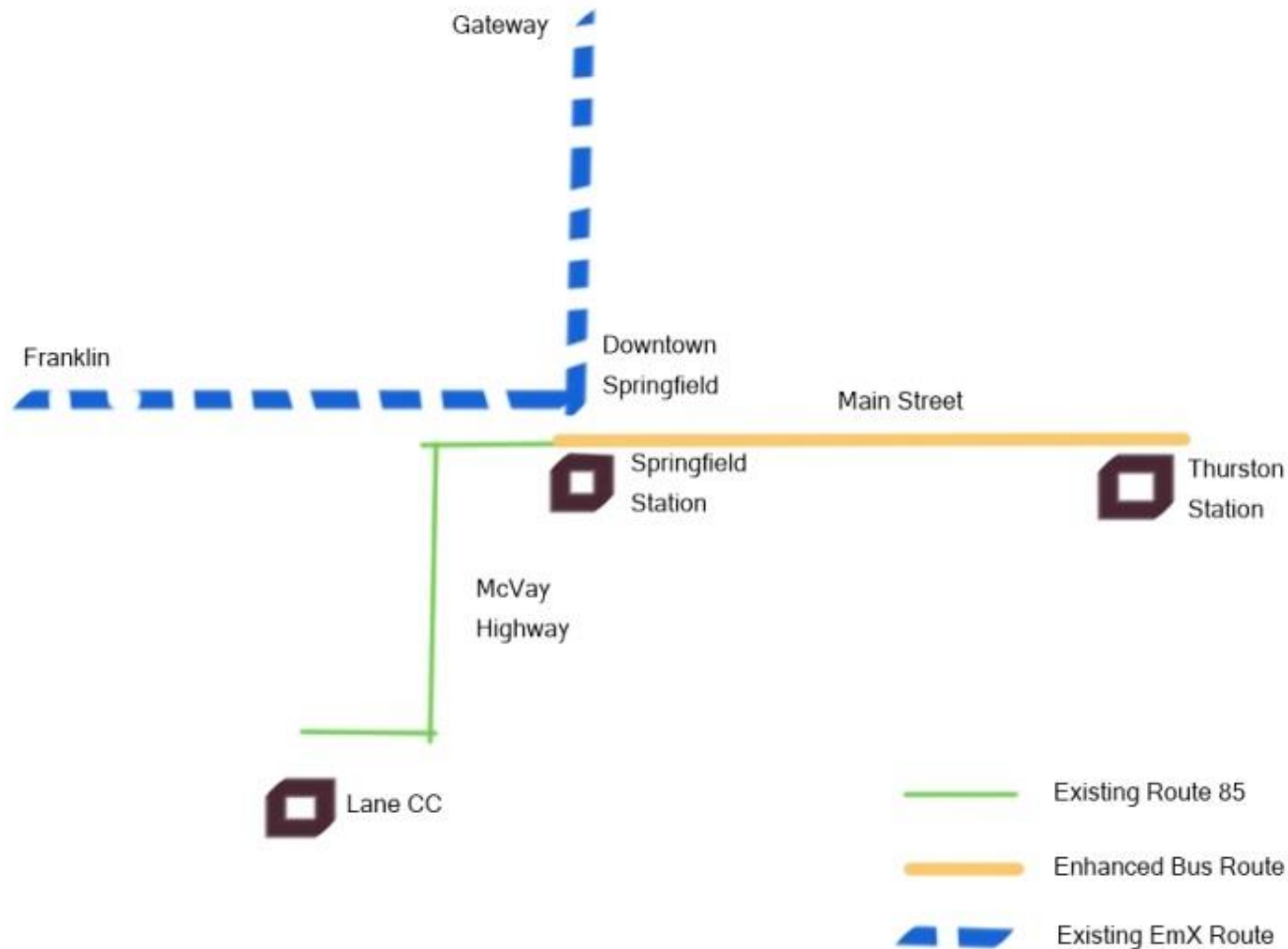
# ENHANCED BUS OPTIONS

# Overview

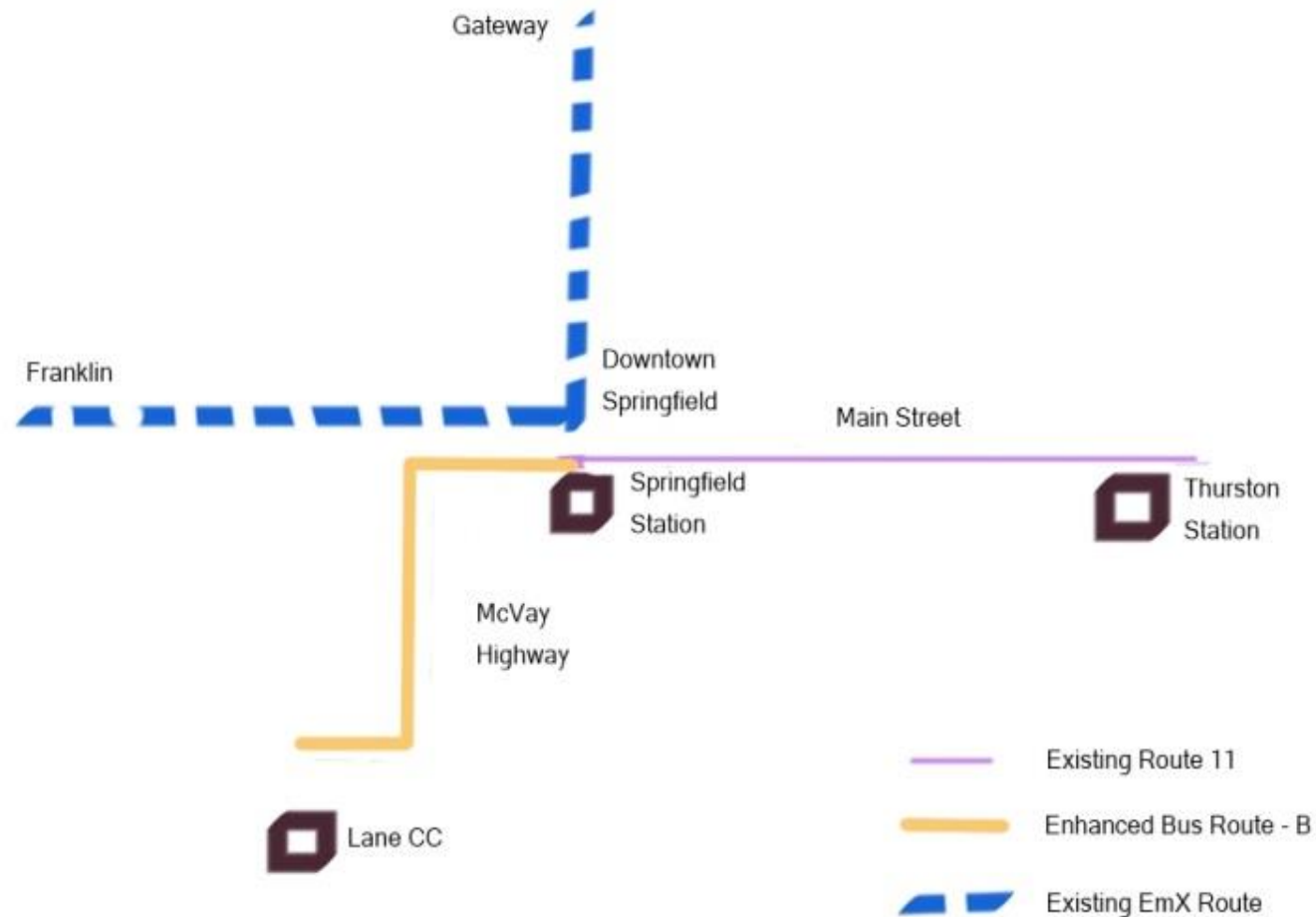
- Evaluated three options
  - Option 1: Main Street
  - Option 2: McVay Highway
  - Option 3: Main Street Express
- Recommendation
  - Advance Enhanced Bus Option 1: Main Street and Option 2: McVay Highway
    - Both options predicted to have increase in ridership by 2035 and reduction in operating costs with few adverse impacts on natural or built environment
  - Eliminate Option 3: Main Street Express
    - It will increase operating costs without commensurate gain in ridership - therefore, is not cost-effective



# EB Option 1: Main Street

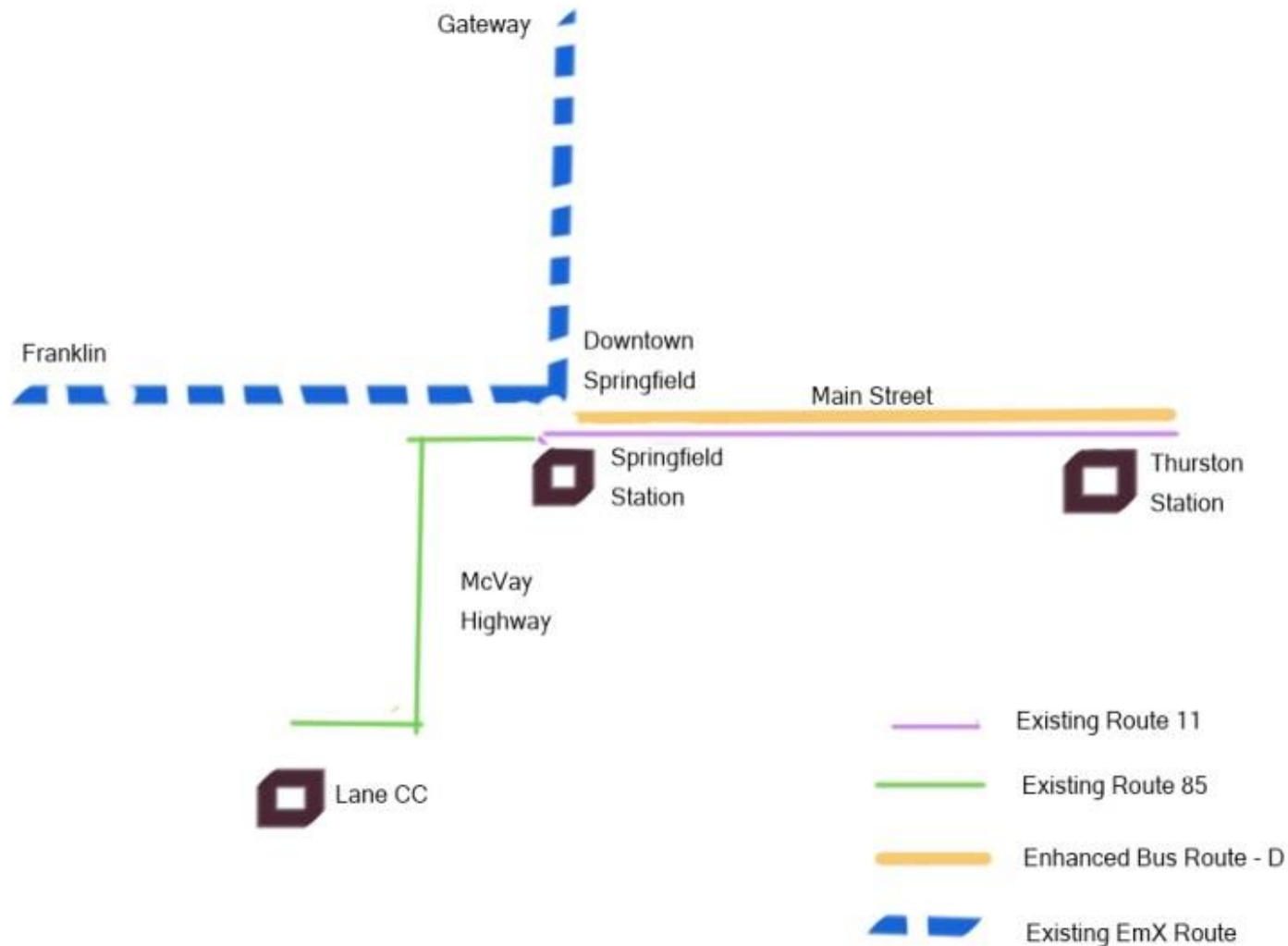


# EB Option 2: McVay Highway





# EB Option 3: Main St Express



Enhanced Bus Options			
Goals and Objectives	Decision Element Options		
	Option 1: Main Street	Option 2: McVay Highway	Option 3: Main Street Express
Goal 1: Improve corridor transit service	8	2	7
Goal 2: Meet current and future transit demand in a cost-effective manner	-1	-2	-8
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor	1	0	1
Goal 4: Enhance the safety and security of the corridor	5	7	3
Goal 5: Enhance other modes of travel	4	5	2
SCORING TOTALS	17	12	5

# Key Findings



- *Ridership*

- Main Street ridership increases ~ 6% with Main Street Enhanced Bus
- McVay Highway ridership increases ~2% with McVay Highway Enhanced Bus
- Main Street segment ridership increases ~3% with Main Street Express if existing local service is retained
- 2% decrease in ridership if Main Street Express is implemented with reduction of local service frequency from 10-15 minutes to 20 minutes

# Key Findings

- *Cost*
  - Main Street Express adds operating cost
    - Extent of additional cost dependent on frequency of local service
  - Main Street Enhanced Bus and McVay Enhanced bus may reduce corridor operating cost due to faster travel times



# Key Findings

- *Operations*
  - Enhanced service provides most potential benefit to Main Street transit service due to number of traffic signals that can benefit from transit signal priority and expected future congestion levels
  - Proposed queue-jump lane configurations located at intersections with few or no historic resources
    - Main/42<sup>nd</sup> and Main/Highway 126 have no identified historic resources
    - McVay Highway/Franklin intersection has only one identified historic resource, Southern Pacific Railroad Line

# Key Findings



- *Environmental*

- No anticipated effects on historic resources
- No significant biological, fish and wetland related differences between options
- Main Street options may impact more trees at improved stop areas, but offer some aesthetic corridor improvements
- McVay Highway route has limited natural resources
- No transit related noise impacts predicted for options
- No air quality impacts projected

# SAC Recommendation?

- Enhanced Bus Options
  - Option 1: Main Street
  - Option 2: McVay Highway
  - Option 3: Main Street Express







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# BRT SERVICE OPTIONS



# Overview

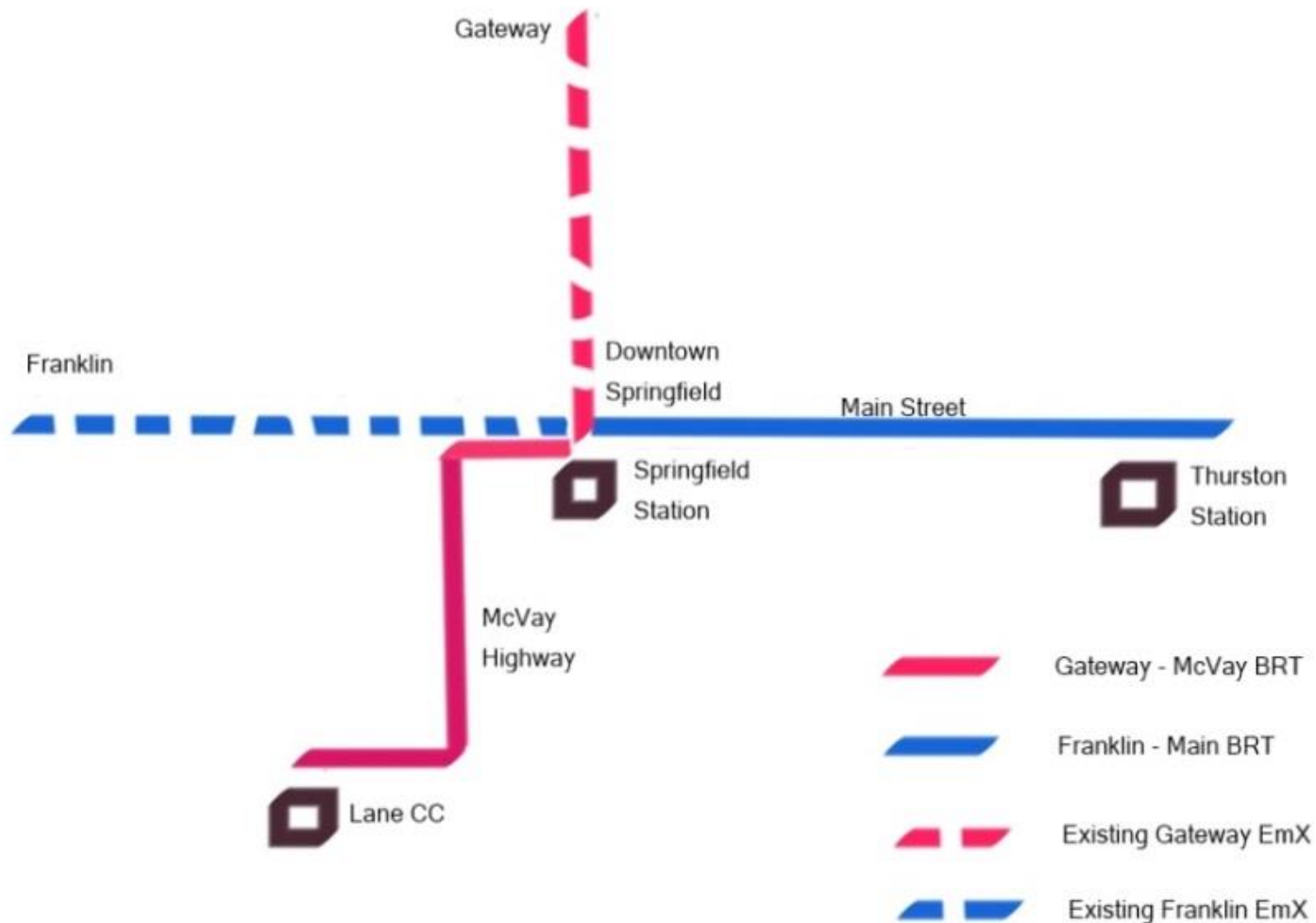
- Evaluated two original corridors
  - Option 1: Franklin-Main; Gateway-McVay
  - Option 2: Franklin-Main; Gateway; McVay
- Only notable difference between Options 1 and 2 is whether or not Gateway and McVay BRT segments are linked, which impacts ridership, cost per trip, and few other criteria
- Option 2 did not allow for independent evaluation of Main Street and McVay Highway Segments

# Overview

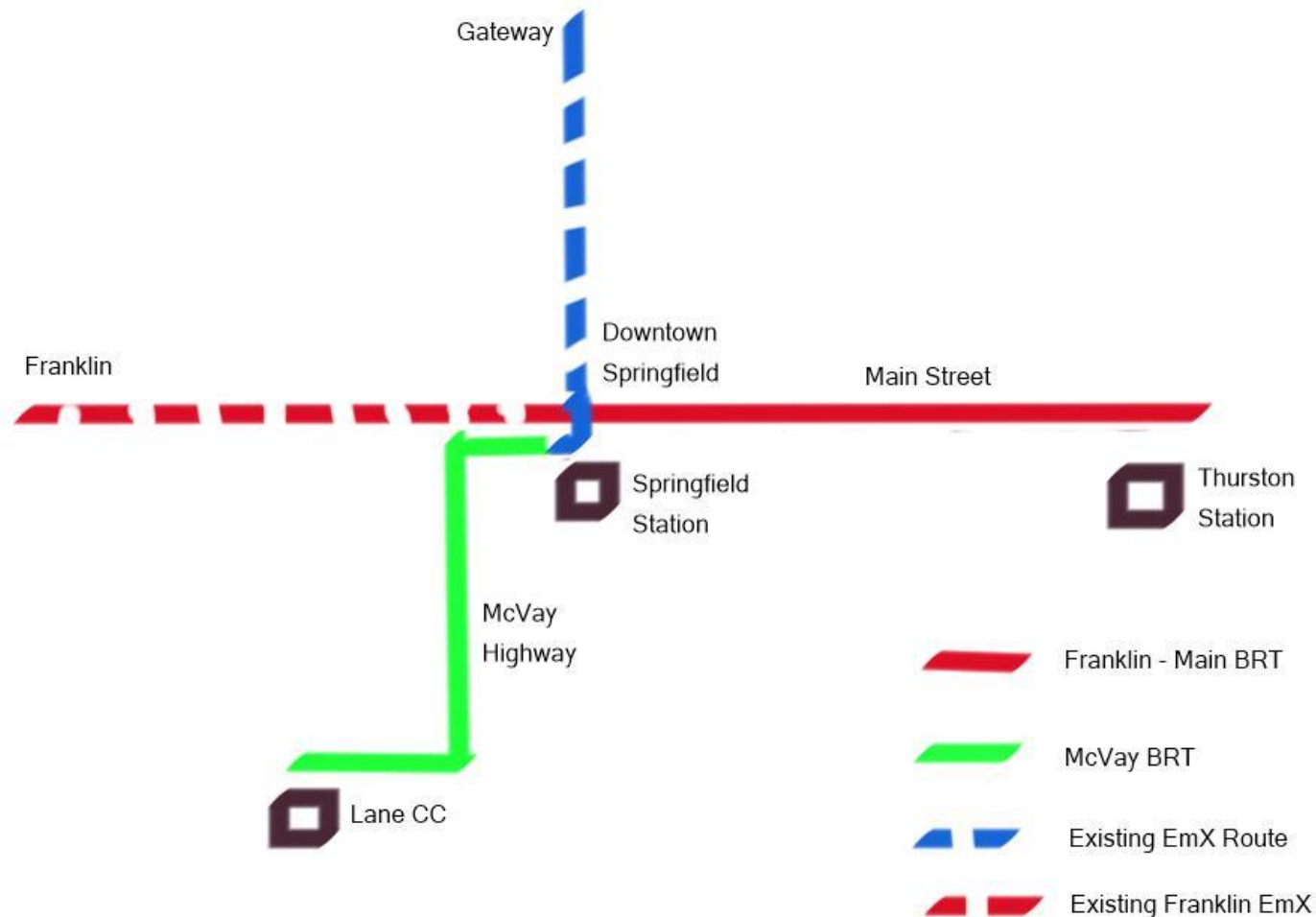
- To better understand differences between options, split Option 2
  - Option 2A: Franklin-Main
    - BRT service only on Franklin-Main corridor
    - McVay Highway to LCC continue to be served by Route #85
  - Option 2B : Gateway-McVay
    - BRT service only on Gateway-McVay corridor
    - Main Street continue to be served by Route #11
- Revised options evaluated
  - Option 1: Franklin-Main; Gateway-McVay
  - Option 2A: Franklin-Main
  - Option 2B: Gateway-McVay



# BRT Option 1: Franklin-Main and Gateway-McVay

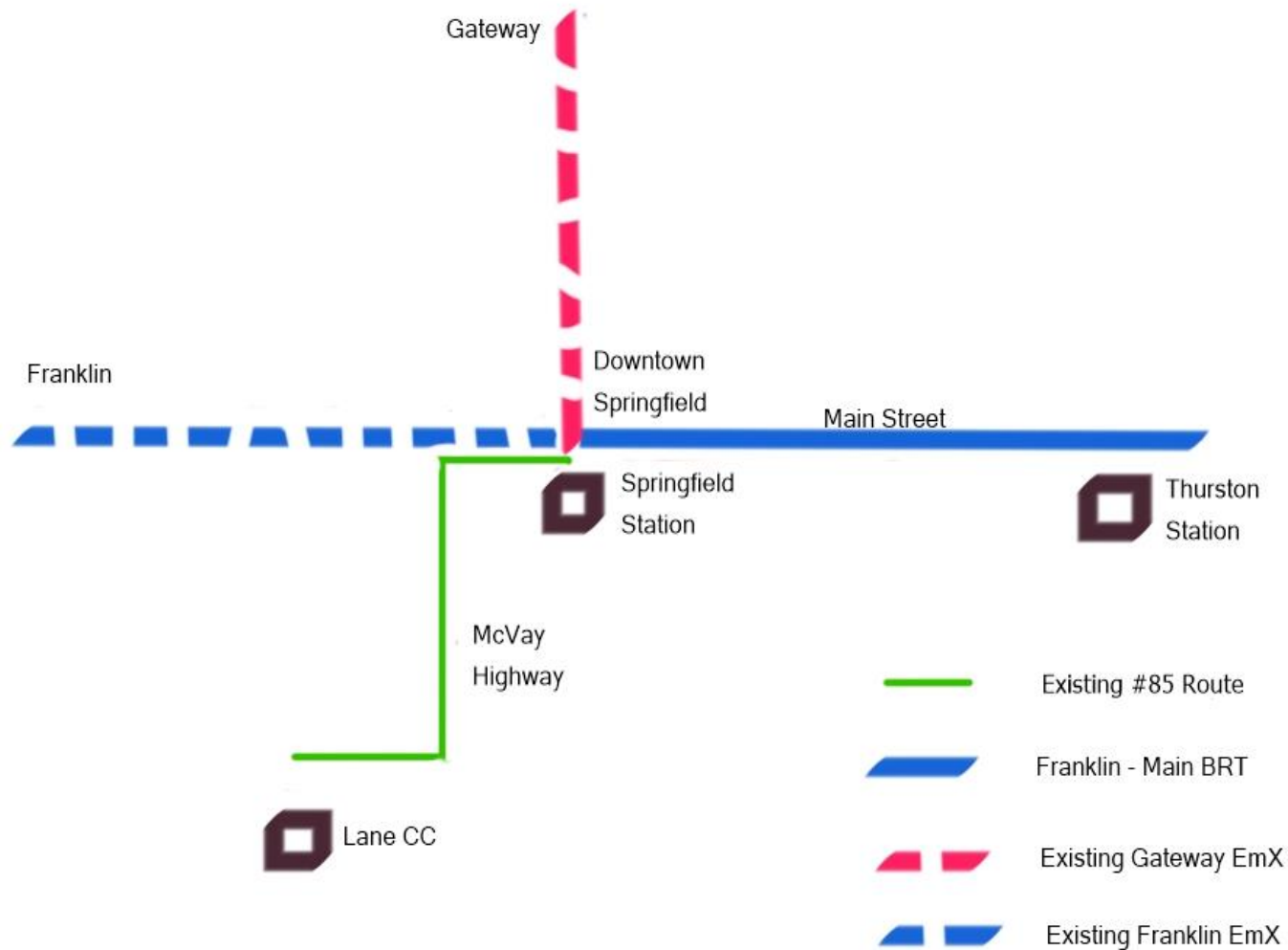


# BRT Option 2: Franklin-Main; Gateway; and McVay

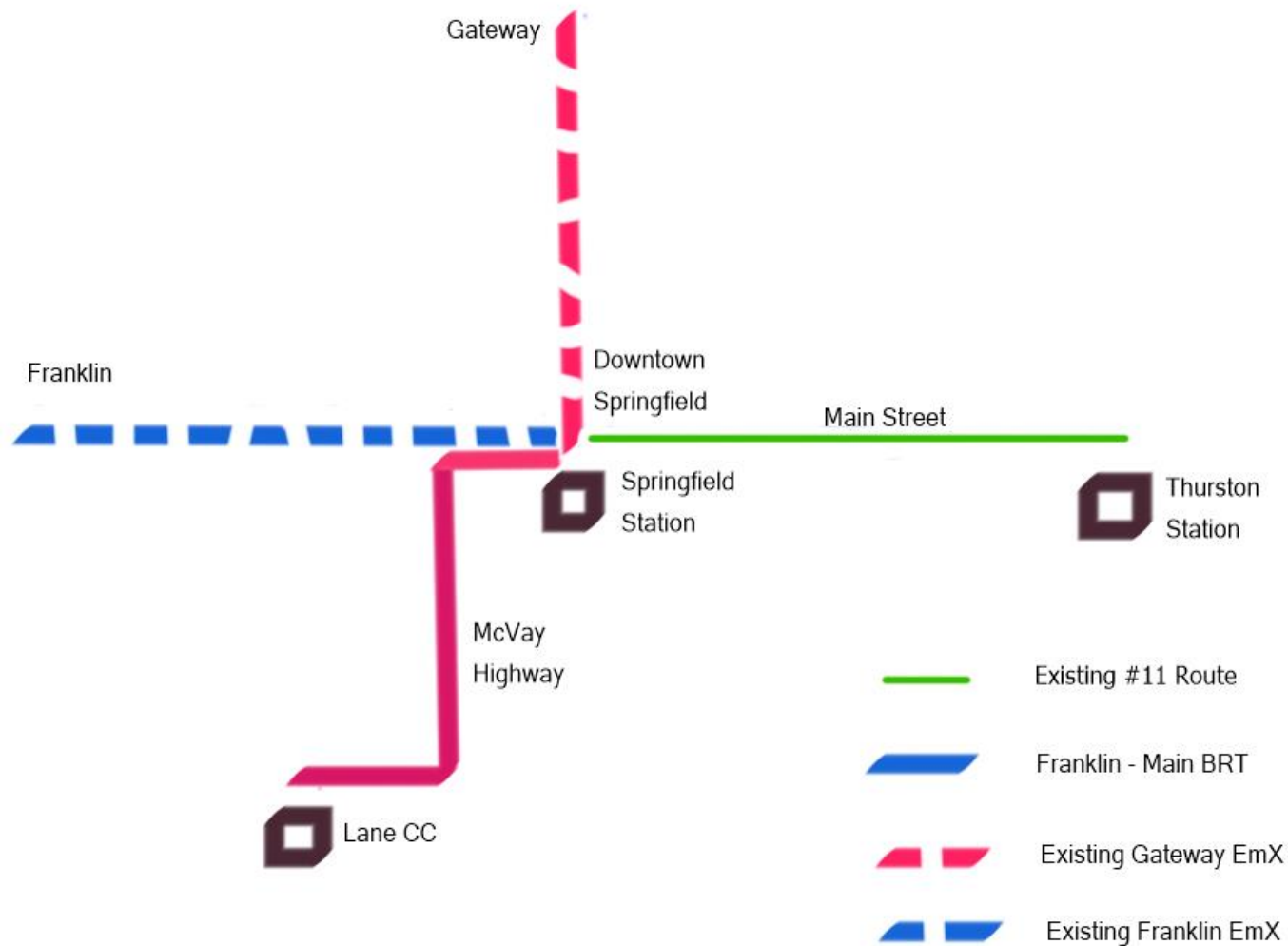


ORIGINAL BRT Service Options		
Goals	Decision Element Options	
	Option 1: Franklin-Main; Gateway-McVay	Option 2: Franklin-Main; Gateway; McVay
Goal 1: Improve corridor transit service	18	13
Goal 2: Meet current and future transit demand in a cost-effective manner	4	3
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor	20	19
Goal 4: Enhance the safety and security of the corridor	11	11
Goal 5: Enhance other modes of travel	10	10
SCORING TOTAL	63	56

# BRT Option 2A: Franklin-Main



# BRT Option 2B: Gateway-McVay



REVISED BRT Service Options			
Goals and Objectives	Decision Element Options		
	Option 1: Franklin- Main; Gateway- McVay	Option 2A: Franklin- Main	Option 2B: Gateway- McVay
Goal 1: Improve corridor transit service	26	17	8
Goal 2: Meet current and future transit demand in a cost-effective manner	1	12	-11
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor	22	17	15
Goal 4: Enhance the safety and security of the corridor	11	7	5
Goal 5: Enhance other modes of travel	9	6	3
SCORING TOTALS	69	59	20



# Key Findings



## *Operations*

- Franklin and Main segments work well as linked pair due to compatible operating needs (frequency of service and ridership) and high percentage of through-routing passengers (eliminates need for a transfer)
- Gateway and McVay segments do not work well as a linked pair due to incompatible operating needs (frequency of service, ridership, and weekend service)
- Motor vehicle, freight, pedestrian and bicycle operations are not affected by introduction of transfer

# Key Findings

- *Ridership*

- Option 1 (Franklin-Main and Gateway-McVay BRT) would add ~17% corridor ridership
- Option 2A (Franklin-Main BRT) would add ~12% corridor ridership
- Option 2B (Gateway-McVay BRT) would add ~4% corridor ridership
- Thurston High School extension (6 trips per day) would add about ~1% (about 100 daily boardings) in addition to ridership increase of Franklin-Main BRT

# Key Findings



- *Costs and Funding*
  - Meet FTA Small Starts requirements
    - Option 2A very likely
    - Option 2B unlikely
    - Option 1 uncertain
- Operating costs
  - Option 2A likely reduces costs due to faster service
  - Options 1 and 2B increase costs due to increased frequency on McVay Highway Segment

# Key Findings

- *Environmental*
  - Potential to adversely affect historic resources in Main-Downtown Segment
  - Few historic resources in remainder of corridor
  - McVay Highway route has limited natural resources
  - Main Street options may impact more trees, but offer aesthetic corridor improvements
- Noise
  - No predicted change or noise impacts along Main Street section of corridor
  - Potential for transit related noise impacts in north end of McVay at manufactured home parks, south of 19th Avenue
  - No predicted change or noise impacts along McVay south of Nugget Way
- No air quality impacts are projected

# SAC Recommendation?

## BRT Service Options:

- *Option 1:* Franklin-Main; Gateway-McVay
- *Option 2A:* Franklin-Main
- *Option 2B:* Gateway-McVay



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# BRT LANE CONFIGURATIONS



# Overview

- Evaluated 3 options
  - Option 1: Low Exclusivity
  - Option 2: Moderate Exclusivity
  - Option 3: High Exclusivity
- Recommendation
  - **Advance Option 2: Moderate Exclusivity**
    - Provides greatest degree of flexibility in meeting transit operating needs while best addressing potential impacts
  - **Eliminate Option 1: Low Exclusivity and Option 3: High Exclusivity**
    - Both have less flexibility for meeting transit operating needs while addressing potential impacts
    - Option 1: Low Exclusivity may not provide level of transit priority to adequately address congestion delays
    - Option 3: High Exclusivity has greatest potential environmental impact and increases new impervious area adversely affecting stormwater and natural resources

# EmX in Mixed Traffic, Harlow Road, Springfield



# Business Access Transit (BAT) Lane, Pioneer Parkway West, Springfield





# EmX in Bi-Directional Lane, East 11th Avenue, Eugene



# Gateway Mall EmX Station, Springfield





# EmX in Exclusive Lane, Franklin Boulevard, Eugene





# EmX McVay Station Queue-Jump, Springfield



# Exclusive Lane with Shared Left Turn, RiverBend Drive, Springfield



# EmX in Exclusive Lane with Shared Left Turn, RiverBend Drive, Springfield





BRT Lane Configurations			
Goals and Objectives	Decision Element Options		
	Option 1: Low Exclusivity	Option 2: Moderate Exclusivity	Option 3: High Exclusivity
Goal 1: Improve corridor transit service	7	12	15
Goal 2: Meet current and future transit demand in a cost-effective manner	8	9	8
Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor	10	17	24
Goal 4: Enhance the safety and security of the corridor	16	17	14
Goal 5: Enhance other modes of travel	9	12	16
SCORING TOTAL	50	67	77

# Key Findings

- *Cost*
  - High exclusivity option has higher cost and more impacts to property, street trees, and parking than moderate or low-exclusivity options
  - High exclusivity option have lower operating cost, higher ridership, and lower cost per trip than moderate or low-exclusivity options
- *Operations*
  - Higher the exclusivity, higher the benefit to motor vehicle, freight and transit operations

# Key Findings

- *Environmental*

- Historic Resources
  - Low exclusivity - no impact
  - Moderate exclusivity - low potential for adverse effects as long as resources can be avoided
  - High exclusivity - greatest potential for adverse effects to resources
- High exclusivity option - most potential for significant biological, fish and wetland related impacts because of tree removal and roadside wetland ditch impacts
- Any widening options on Main Street may impact more trees, but offer aesthetic corridor improvements
- McVay Highway route has limited natural resources
- Noise
  - No predicted change or noise impacts along Main Street
  - Potential for transit related noise impacts in north end of McVay at manufactured home parks, south of 19th Avenue
  - No predicted change or noise impacts along McVay section south of Nugget Way
- No air quality impacts projected

# SAC Recommendation?

## BRT Lane Configurations:

- Option 1: Low Exclusivity
- Option 2: Moderate Exclusivity
- Option 3: High Exclusivity





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Stakeholder Advisory Committee

# NEXT STEPS & ADJOURN

# Next Steps

- December
  - Combine recommended decision elements into package of transit solutions
  - Email package to SAC and GT
  - SAC review
- January
  - GT review, direction to SAC
  - SAC review, direction to Project Team
  - SAC review revised package
  - SAC recommendation – January 27

# Next Steps

Date	Actions
January 8	GT Direction to SAC: SAC's Recommended Decision Elements & 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

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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

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# Proposed SAC Meeting

- Tuesday, January 13 or Tuesday, January 20
- Review draft Range of Most Promising Transit Solutions
- Provide Project Team directions for any modifications prior to January 27 SAC recommendation







ADJOURN