August 26, 2014

TO: Main-McVay Transit Study Stakeholder Advisory Committee

FROM: John Evans, LTD
David Reesor, City of Springfield

RE: Range of Possible Transit Solutions

At the July 29, 2014 Stakeholder Advisory Committee (SAC) meeting, the SAC began the process of developing a range of possible transit solutions for the Main-McVay Corridor. The SAC's suggestions, ideas, and identified issues and constraints that emerged from that meeting have been translated into possible transit solutions, which are summarized in the attached report.

The SAC is asked to review this range of possible transit solutions to ensure that all reasonable options have been identified. This current step of the process does not involve evaluating the merits of the possible solutions or their applicability to the Corridor. That will occur as part of the screening and evaluation phase of the study which will follow.

These possible solutions will be evaluated through a two-step screening process. The first screening step will be to evaluate the options based on the Study's established Purpose, Need, Goals, and Objectives (PNGO). Options that are consistent with the PNGO will be carried forward to the second screening step, which is a more detailed evaluation based on the evaluation criteria. Emerging from the second screening will be the Most Promising Transit Solutions, which is the final product of this transit study.

It should be noted that the process originally assumed that the first screening step would be based solely on the Purpose and Need Statement. After an initial review by the project team, screening of the proposed range of transit solutions based solely on the Purpose Statement, which is fairly general, would allow virtually all of the options to pass through to the second screening step and, thus, would serve little purpose. As a result, the design team now recommends that the initial screening include the Study's Goals and Objectives to allow for greater scrutiny of the options and elimination of options that do not match well with the Study's goals.

# Main-McVay Transit Study
# Range of Possible Solutions

## *Stakeholder Advisory Committee Recommendation*
## *August 26, 2014*

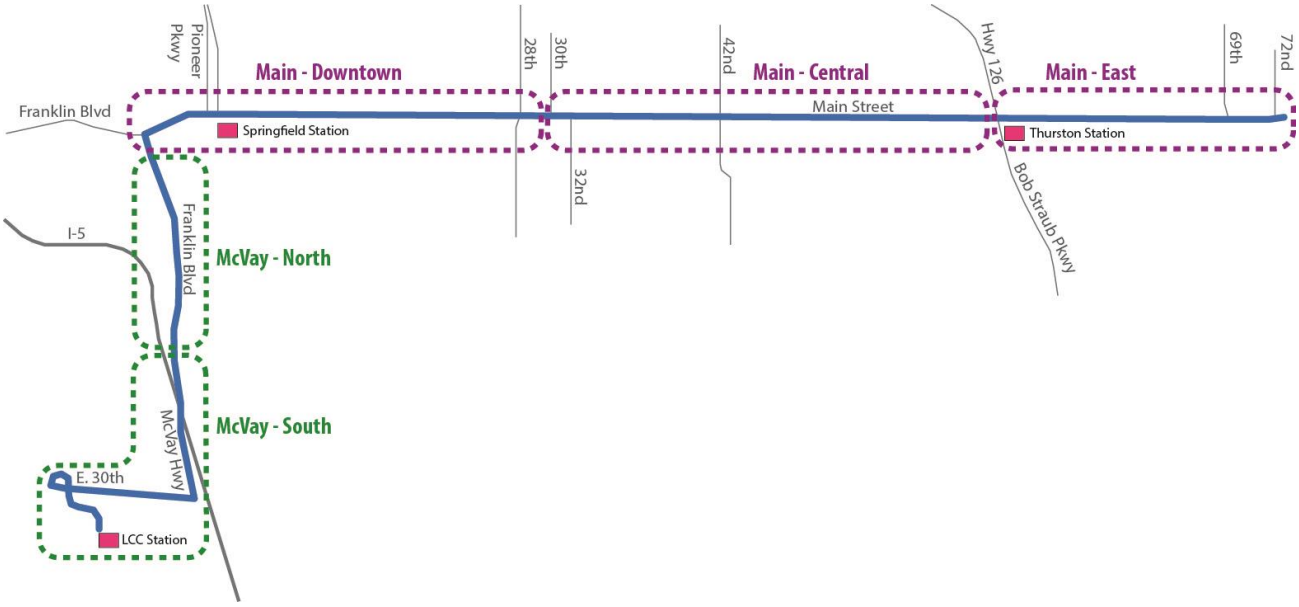
The Range of Possible Solutions is described by mode (Existing Service, Enhanced Bus, and BRT) and in terms of the five main factors that define each option:

- Service Options
- Lane Configurations
- Routing (alignment)
- Termini
- Station Locations

## Workshop Drawings

To facilitate the process of articulating the SAC's ideas into workshop drawings, the Corridor was broken into the Main Street and McVay Highway Segments, and each of those Segments was broken into sub-segments as shown in Figure 1. The drawings for each segment show the alignment and general station locations for Enhanced Bus and BRT modes. These drawings are included as Attachment A.

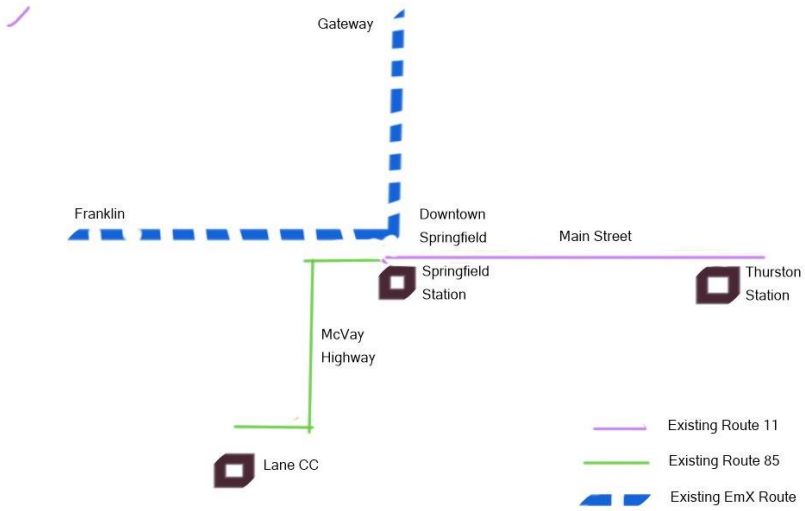
**Figure 1: Corridor Segments and Sub-Segments Used for BRT Option Descriptions**



## EXISTING SERVICE (NO CHANGE OPTION)

The option to continue existing bus service (shown in Figure 2 below), also called the No-Change Option, will be carried forward through this study and any possible subsequent studies. Under this option, there is no change to existing service connections, lane configurations, routing, termini, or station locations. Future bus service changes would be consistent with the service and operational adjustments typically made by LTD to maintain service quality.

**Figure 2: Existing Bus Service on the Main-McVay Corridor**



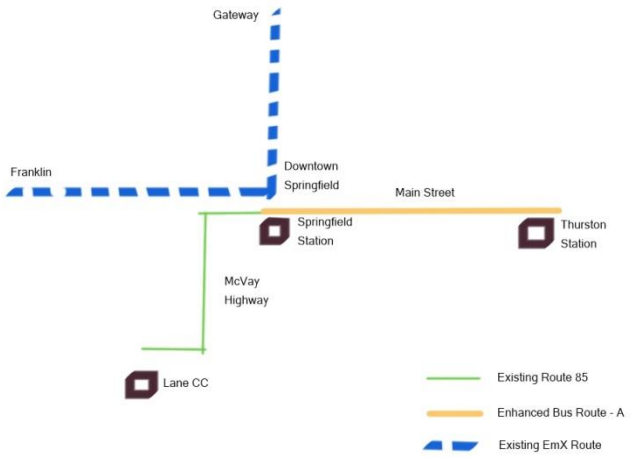
## ENHANCED BUS

Enhanced Bus options typically include transit signal priority (TSP), improved stations, and improved operations.

### Service Options

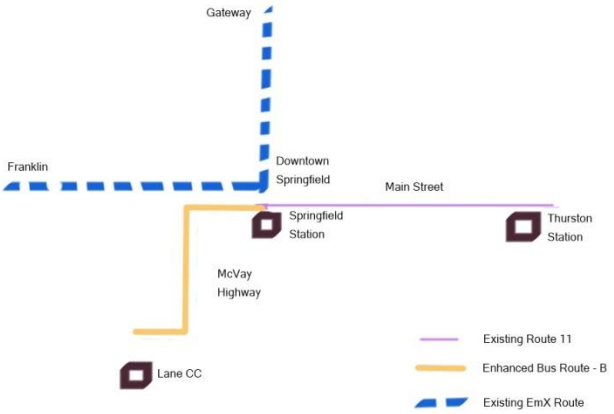
1. Replace #11 Thurston with Enhanced Bus Route; #85 LCC/Springfield and other routes would be unchanged (Figure 3).

**Figure 3: Enhanced Bus Option 1**



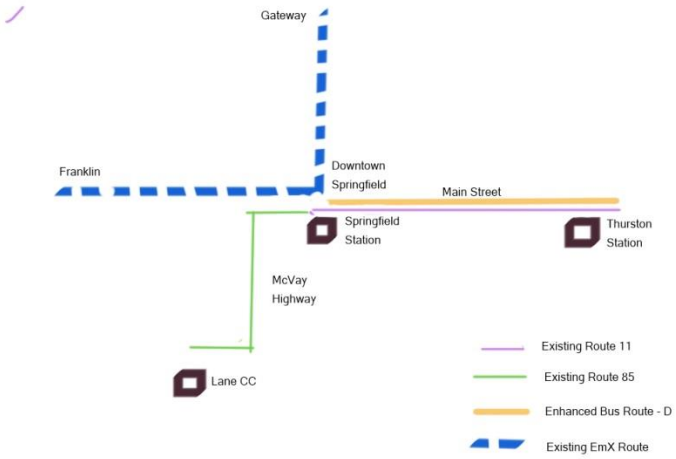

2. Replace #85 LCC/Springfield with Enhanced Bus Route; #11 Thurston and other routes would be unchanged (Figure 4).

**Figure 4: Enhanced Bus Option 2**



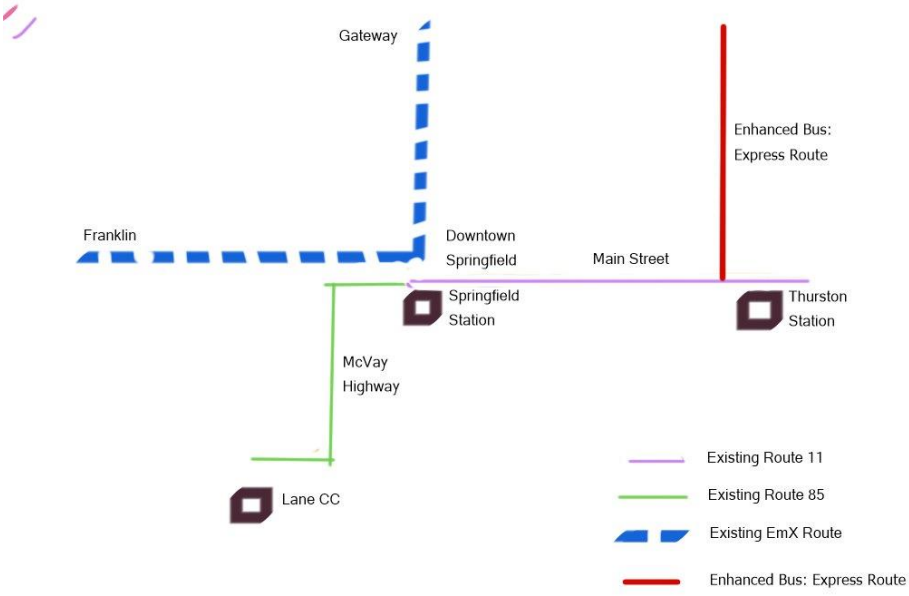
3. Add express service along the Main Street segment to supplement the #11 Thurston route (Figure 5). Frequency on the #11 may be reduced somewhat since the express route would assume some of its ridership load. Service on the #85 LCC/Springfield and other routes would be unchanged.

**Figure 5: Enhanced Bus Option 3**




4. Add an express route from the Thurston Station that uses Highway 126 for direct service to Eugene (Figure 6). Service on the #11 Thurston, #85 LCC/Springfield and other routes would be unchanged.

**Figure 6: Enhanced Bus Option 4**



### Lane Configurations

Enhanced bus service is in mixed traffic, though queue-jump lanes may be used at congested intersections. Possible locations for queue-jump lanes are at McVay Highway/Franklin, Main/42nd Street, and Main/Highway 126

### Routing/Termini/Station Options

Table 1 summarizes routing (alignment), termini, and station locations for each of the Enhanced Bus options.

**Table 1: Enhanced Bus Options: Routing/Termini/Stations**

| Option | Description | Routing | Route Termini | General Station Locations |
|---|---|---|---|---|
| **1. Main Street Enhanced Bus** | This option would replace the existing #11 Thurston route with an Enhanced Bus route, using the same alignment and stops. | Existing #11 routing | Springfield Station - 69th & Main | Existing Bus Stops |
| **2. McVay Highway Enhanced Bus** | This option would replace the existing #85 LCC/Springfield route with an Enhanced Bus route, using the same alignment and stops. | Existing #85 routing | Springfield Station - LCC | Existing Bus Stops |
| **3. Main Street Express** | This option would add an express bus on the Main Street segment to operate in combination with continued service on the #11 Thurston route. The express bus would service limited stops, while the #11 Thurston would continue to serve all bus stops along the corridor. | Main Street; Couplet in downtown Springfield | Springfield Station - Thurston Station | Springfield Sta.<br>10th Street<br>14th Street<br>21st Street<br>30th Street<br>42nd Street<br>48th Street<br>Thurston Station |
| **4. Freeway Express** | This option involves an express bus using Highway 126 to connect the Thurston Station with downtown Eugene. Service on the #11 Thurston would remain as currently provided. | Highway 126 | Eugene-Thurston Station | Thurston Station<br>Downtown Eugene |

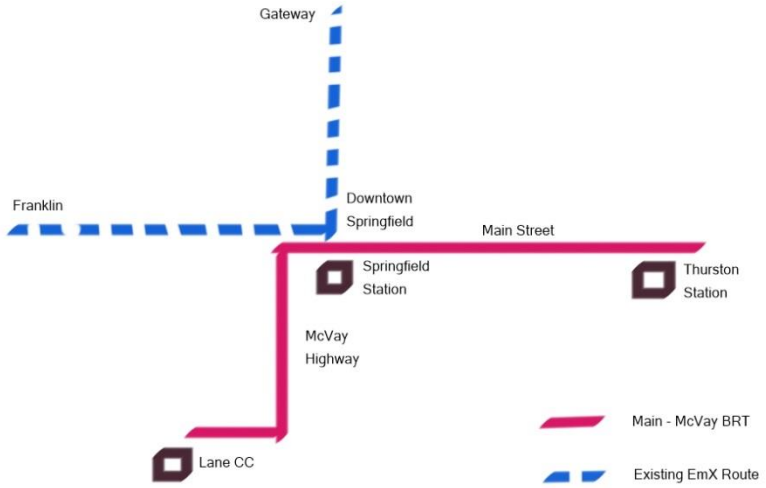
## BRT

There are several BRT options within the corridor. These cover a wide range of service options, lane configurations, and routing, termini, and station options.

## Service Options

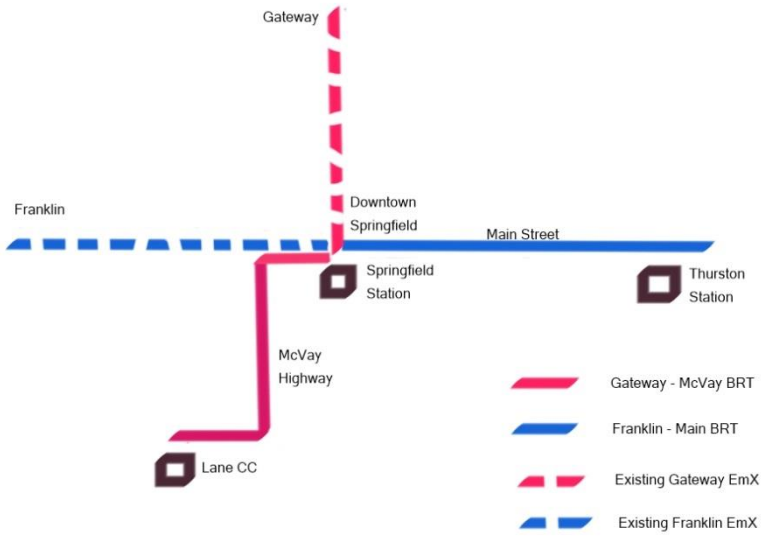
1. Main-McVay BRT. This option would create an L-shaped EmX line service the Main-McVay corridor, which would link with the existing L-shaped EmX service at Springfield Station Figure 7).

**Figure 7: BRT Option 1**



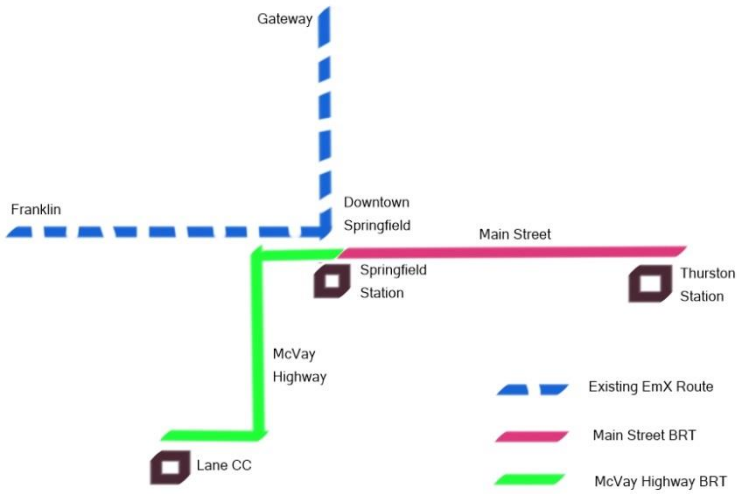

2. Franklin-Main and Gateway-McVay BRT Lines. This option extends the existing Franklin EmX east on Main Street, and extends the existing Gateway EmX south on McVay Highway to LCC (Figure 8).

**Figure 8: BRT Option 2**



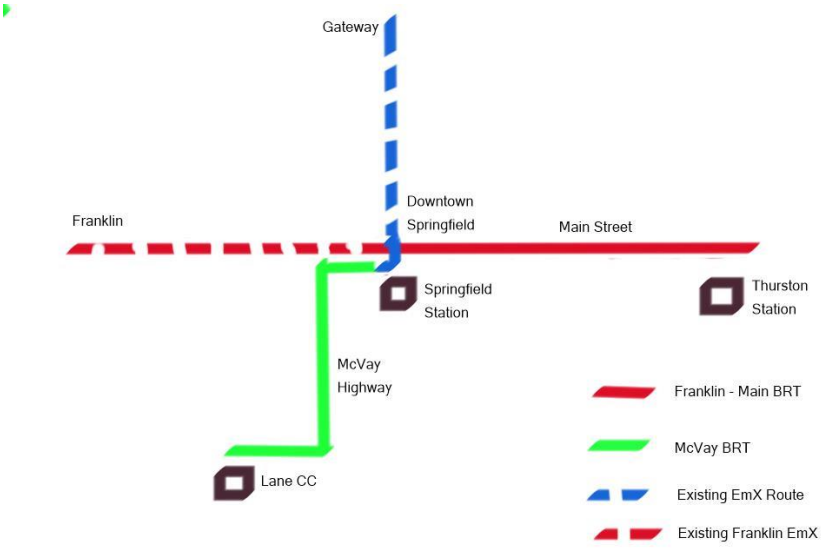
3. Main Street BRT; McVay Highway BRT. This option would add separate EmX lines on the Main Street and McVay Highway segments (Figure 9). They would connect with each other and the existing EmX service at the Springfield Station.

**Figure 9: BRT Option 3**




4. Franklin-Main BRT; Gateway BRT; McVay Highway BRT. This option extends the existing Franklin EmX east on Main Street and creates a McVay Highway EmX line (Figure 10). The existing EmX service on the Gateway segment would be severed from the Franklin EmX and operate independently with a terminus at the Springfield Station.

**Figure 10: BRT Option 4**



## Lane Configurations

There are many lane configuration options for EmX, ranging from exclusive transit lanes to semi-exclusive transit lanes to mixed traffic. A detailed analysis of the most appropriate lane configuration for a particular street section is beyond the scope of this study. Instead, the study will evaluate three basic BRT lane approaches, described as follows:

- High-Level BRT: Under this approach, a large majority of the corridor is in exclusive or semi-exclusive transit lanes, with exceptions made for significant pinch points that would have high cost or impact.
- Moderate-Level BRT: This option would provide for exclusive or semi-exclusive transit lanes in many locations to address current or projected traffic congestion and as well as locations that have available right-of-way or where right-of-way expansion would have less impact. Sections that would result in significant impacts to businesses or residents would be avoided, unless required to address a key transit delay.
- Low-Level BRT: This option would only apply exclusive or semi-exclusive transit lanes in areas where there is severe traffic congestion or where there are opportunities for transit lanes with minimal impact to the adjacent businesses or residents. A majority of the BRT line would operate in mixed traffic.

## Routing/Termini/Station Options

Table 2 summarizes routing (alignment), termini, and station locations for each of the BRT options. General station locations are being coordinated with the Main Street Visioning Project, including with identified Activity Node areas.

**Table 2: BRT Options: Routing/Termini/Stations**

| Segment | Sub-Segment | Routing | Route Termini | General Station Locations | Notes |
|---|---|---|---|---|---|
| Main Street | East (East of Bob Straub Pkwy) | Main St | Thurston Station | · Thurston Station | Possible increase in local connector service east of Thurston Station |
| | | Main St to 58th | Thurston/58th Roundabout | · Thurston Station<br>· Thurston HS<br>· Thurston & 58th | Layover location to be determined |
| | | Main St to 58th to Thurston to 69th | Main Street & 69th | · Thurston Station<br>· Thurston HS<br>· Thurston / 58th<br>· Thurston / 63rd<br>· Thurston / 66th<br>· Thurston / 69th<br>· 69th / Main | Layover location to be determined; Turnaround at Thurston/58th at roundabout |
| | | Main St | Main Street & 72nd | · Thurston Station<br>· 58th<br>· 61st<br>· 66th<br>· 69th<br>· 72nd | Layover location to be determined |
| | Central (30th – Bob Straub Pkwy) | Main St | NA | · 30th<br>· 35th<br>· 39th<br>· 42nd<br>· 44th<br>· 48th<br>· 50th<br>· 53rd | . |
| | Downtown (McVay Hwy – 30th) | South A / Main Couplet | NA | · Springfield Station<br>· 10th<br>· 14th<br>· 21st | . |
| | | South A (Both Directions) (contraflow lane) | NA | · Springfield Station<br>· 10th<br>· 14th<br>· 21st | Requires contraflow lane on South A Street |
| | | Main St (Both Directions) | NA | · Springfield Station<br>· 10th<br>· 14th<br>· 21st | Requires contraflow lane on Main Street |
| | | Couplet East of 10th, South A West of 10th | NA | · Springfield Station<br>· 10th<br>· 14th<br>· 21st | Requires contraflow lane on South A Street west of 10th Street |
| McVay Highway | North (Franklin to UGB | McVay Hwy | NA | · Franklin (roundabout)<br>· 19th<br>· Nugget<br>· South Glenwood | Station locations consistent with Glenwood Refinement Plan |
| | South (UGB to LCC) | McVay Hwy (west side of I-5) | LCC | · Bloomberg<br>· Eldon Schafer<br>· LCC | |
| | | Old Franklin (east side of I-5) | LCC | · Seavy Loop Area<br>· Eldon Schafer<br>· LCC | |
| | | Haul Road (east side of I-5) | LCC | · Seavy Loop Area<br>· Eldon Schafer<br>· LCC | |

*Note: Layover locations are needed at the ends of routes to allow for the bus to adjust to the scheduled departure time and to provide for operator breaks.*

# Attachment A

# Workshop Drawings

**Main-McVay Transit Study**
**Drawings from Transit Solutions Workshop**
**July 29 – 30, 2014**

**Main Street – Downtown Enhanced Bus**

**Main-McVay Transit Study**
**Drawings from Transit Solutions Workshop**
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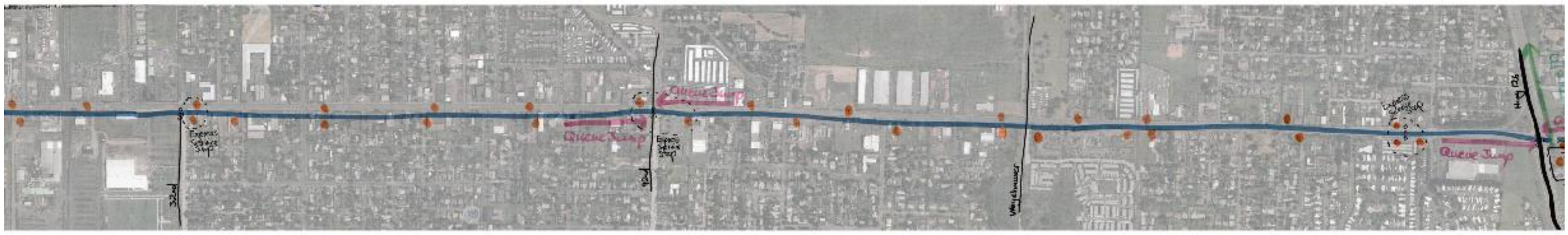
**Main Street – Central Enhanced Bus**



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**Main Street – East Enhanced Bus**

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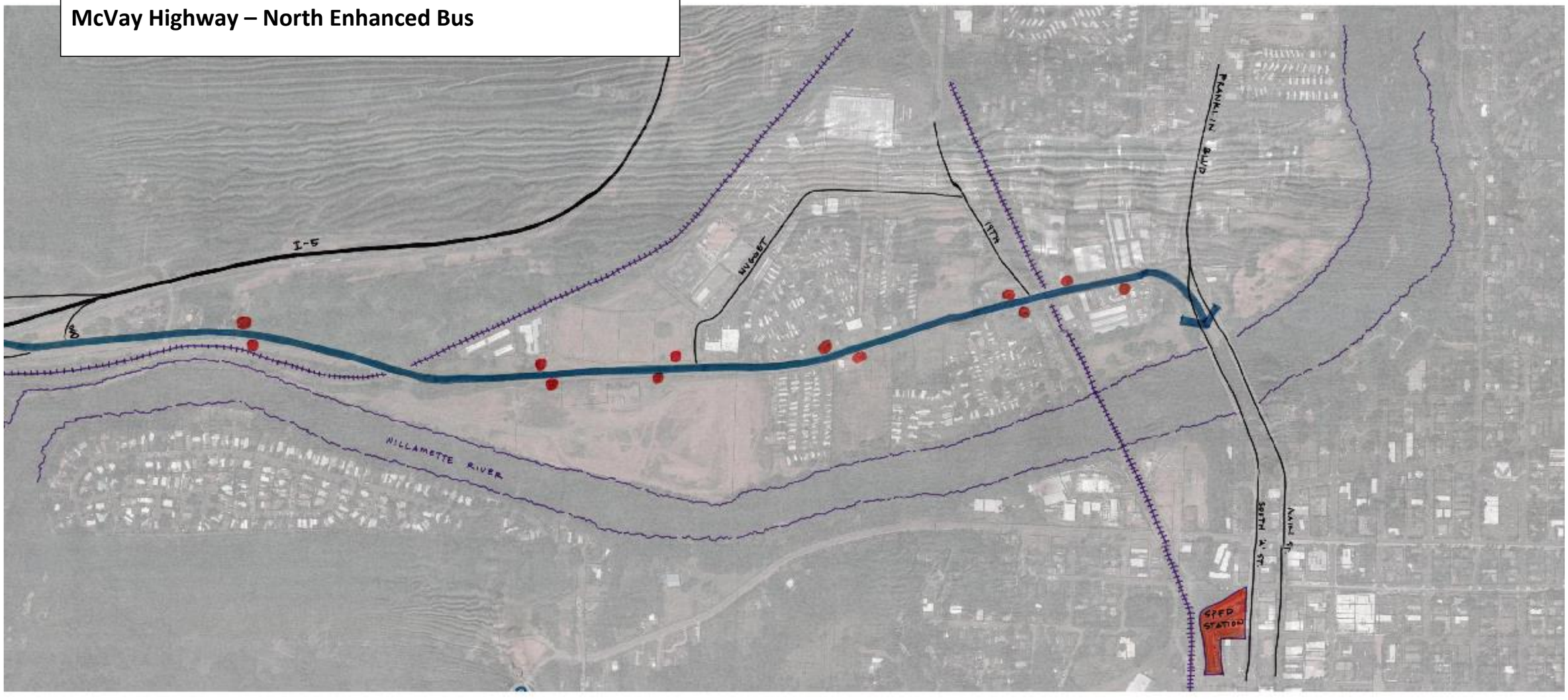
**McVay Highway – North Enhanced Bus**



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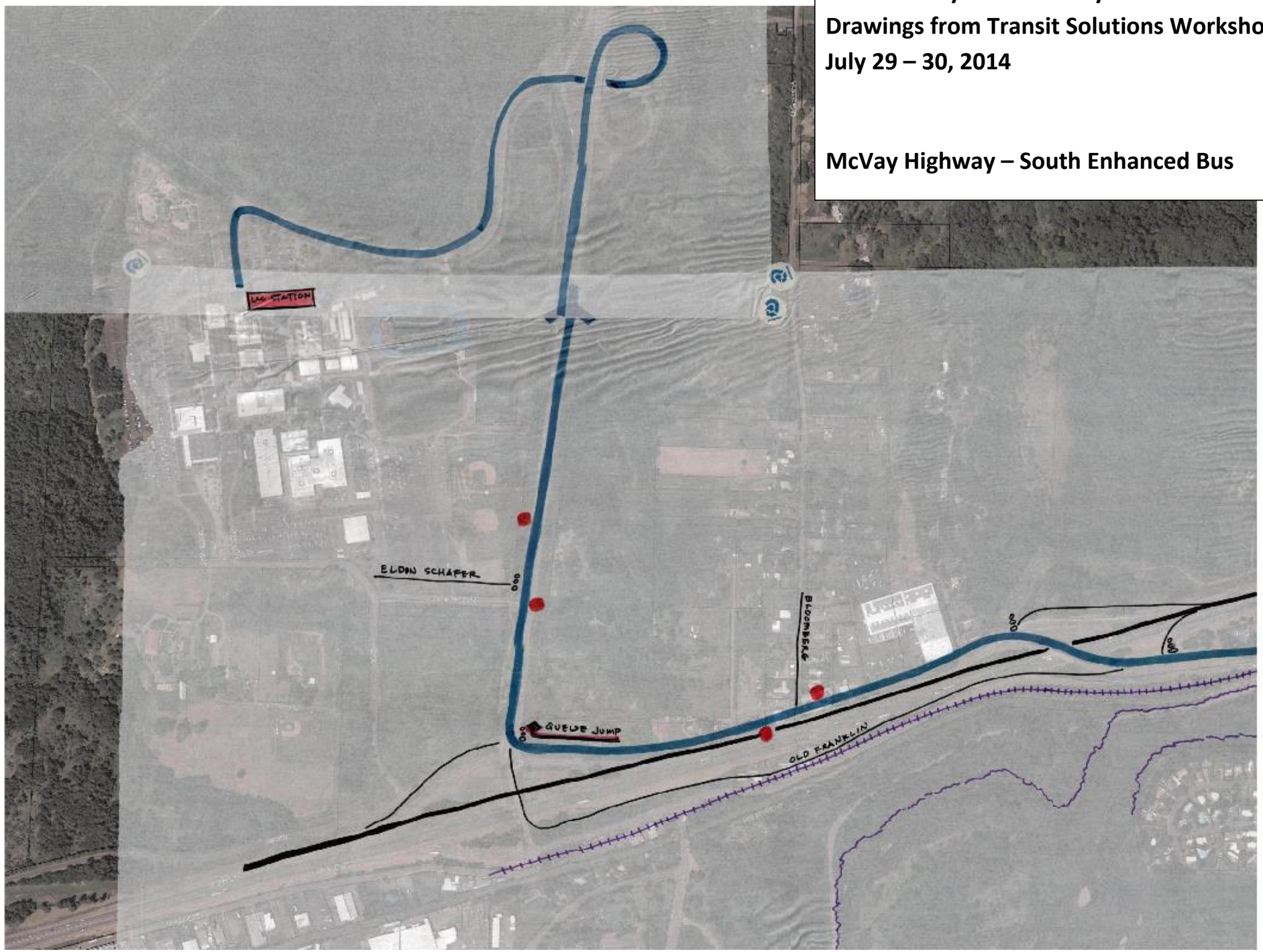
**McVay Highway – South Enhanced Bus**



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**Main Street – Downtown BRT**

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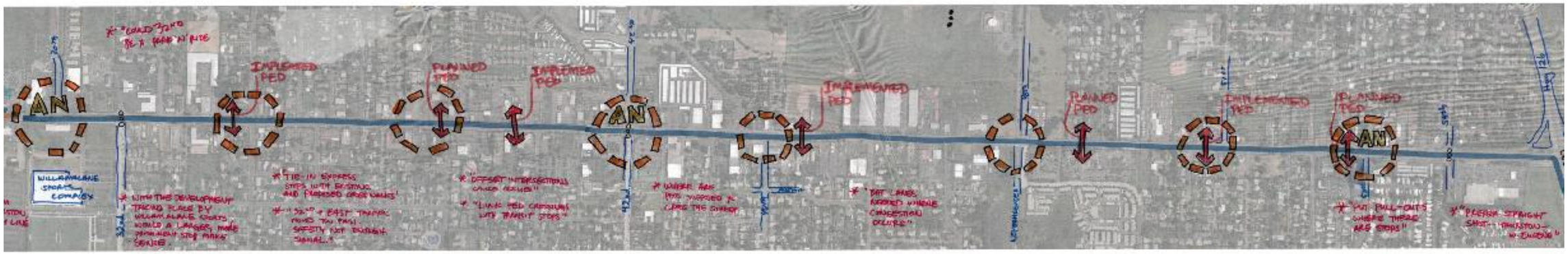

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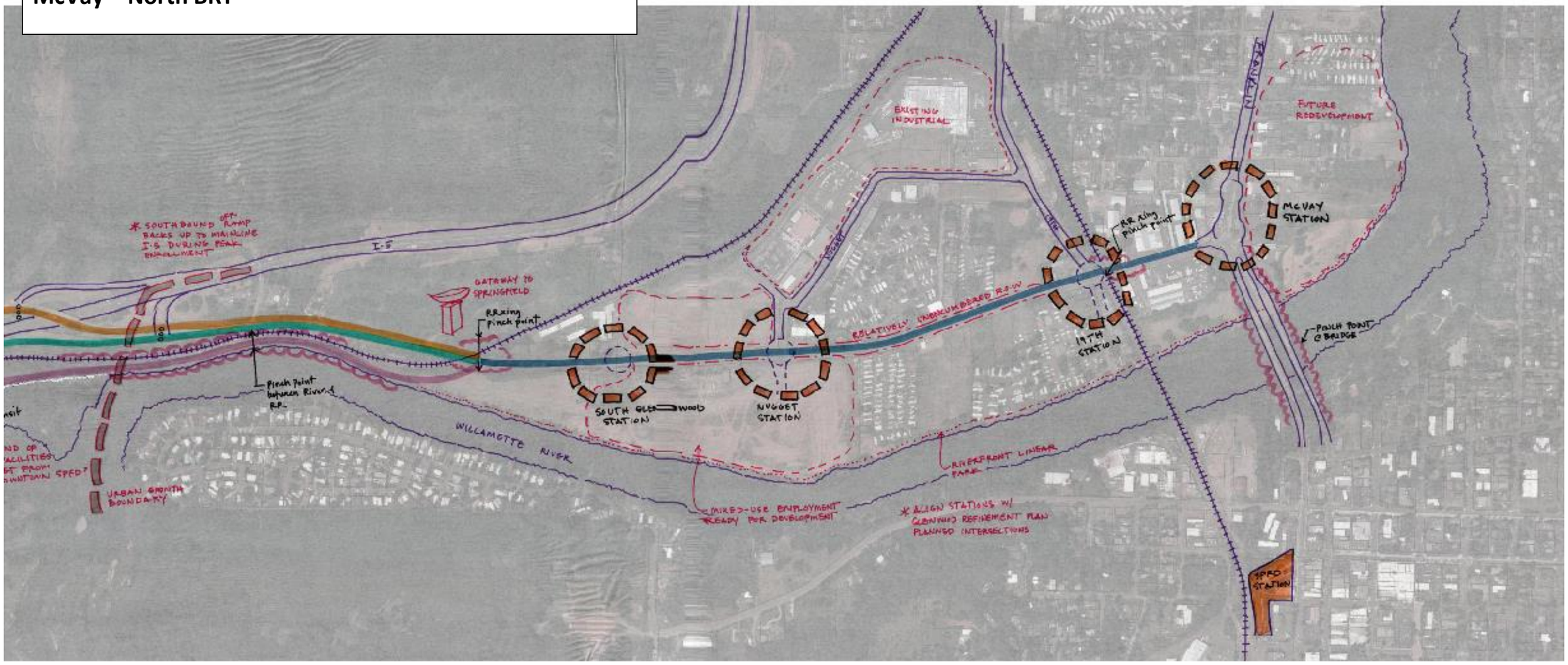
**Main Street – East BRT**

**Main-McVay Transit Study**
**Drawings from Transit Solutions Workshop**
**July 29 – 30, 2014**

**McVay – North BRT**



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**McVay – South BRT**