

September 23, 2014

TO: Main-McVay Transit Study Stakeholder Advisory Committee (SAC)

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

RE: Main-McVay Transit Study: Range of Possible Transit Solutions

At the August 26, 2014 meeting, the SAC took action to recommend a range of possible transit solutions to be carried forward into the screening process. The range of possible solutions was intended to include all reasonable options for existing bus, enhanced bus, and bus rapid transit (BRT) along the corridor. The options were described in terms of service connections, routing, termini, lane configuration, and generalized station locations.

The Governance Team (GT) met on September 4, 2014 to review and take action on the SAC recommendation. They agreed with all of the SAC recommendations with the exception of one of the downtown Springfield BRT routing options. The options recommended by the SAC for BRT route alignments in downtown Springfield (between the Springfield Transit Station and 21st Street) were as follows:

- South A Street/Main Street couplet (bus travels with existing traffic flow)
- Two-Way on South A Street (westbound BRT travel would be contraflow to existing traffic flow)
- Two-Way on Main Street (eastbound BRT travel would be contraflow to existing traffic flow)
- Two-Way of South A Street to west of 10th or 14th Street, and the South A Street/Main Street couplet east of 19th or 14th

The GT determined that the two-way Main Street alignment option was not reasonable due to the extent of probable impacts to parking and businesses. A contraflow lane on Main Street for eastbound BRT travel would require either the elimination of one of the two travel lanes or the removal of on-street parking, both of which were seen as having too great of an impact on traffic and/or downtown businesses and, thus, not a reasonable solution. That routing option has been eliminated from the Range of Possible Solutions.