

Main-McVay Transit Study

Stakeholder Advisory Committee

Meeting #2

May 27, 2014

A collaborative study between



Main-McVay Transit Study
Stakeholder Advisory Committee Meeting #2
May 27, 2014

WELCOME

Agenda Review

- Community Input Summary
- Key Terms & Definitions
- FTA Small Starts Program
- **Recommendation:** Range of Mode Alternatives
- Break
- Problem Statement, Purpose and Need Statement, Goals and Objectives, Evaluation Criteria
- Meeting Logistics
- Next Meeting
- Next Steps

Main-McVay Transit Study

COMMUNITY INPUT

Community Input

- Meeting Report #1
- Public Meeting Notice went out
- Notice also sent with Main Street Visioning
- Community input
 - Website
 - Community Events
 - Email / Phone project managers
- Please return Community Outreach forms

Main-McVay Transit Study

KEY TERMS & DEFINITIONS

Key Terms & Definitions

- Emailed Materials (Pre-Meeting)
 - Updated Glossary in meeting packets and reports
 - Glossary of Acronyms, Abbreviations and Terms
 - Key terms and definitions to review prior to meeting
- Meetings
 - Will not review each term and definition
 - Clarify any key terms and definitions to be used in meeting

Key Terms & Definitions

- Mode
- Alignment
- High Capacity Transit (HCT)
- Frequent Transit Network (FTN)
- New Starts / Small Starts
- Problem Statement
- Purpose and Need Statement
- Goals and Objectives
- Evaluation Criteria

Key Terms & Definitions

- Mode
 - Method of transit travel
 - Distinguished by
 - **Vehicle type** includes bus, rapid bus, rail
 - **Operating characteristics** includes local vs express, frequent stations vs limited stops, integrated feeders vs transfers
 - **Right-of-way separation from other traffic** includes mixed traffic, semi-exclusive and exclusive right-of-way

Key Terms & Definitions

- Alignment
 - Street or corridor where transit project located
- Elements
 - Horizontal = streets, medians, rights-of-way, lane configuration
 - Vertical = elevated, at-grade, subway
 - Station locations
 - Length (termini)

Key Terms & Definitions

- High Capacity Transit (HCT)
 - Transit system that can accommodate large volumes of riders
 - Modes include light rail, commuter rail and bus rapid transit (BRT)
 - 2011 adopted Regional Transportation Plan (RTP) designated BRT the HCT mode of choice for region
 - Springfield Transportation System Plan identifies Frequent Transit Network for major corridors

Key Terms & Definitions

- Frequent Transit Network (FTN)
 - Highest orders of transit service within region
 - Corridors where transit service would be provided
 - Street alignments determined in future studies
 - FTN stops located closest to highest density development within corridor
- Springfield Transportation System Plan (STSP) identifies Frequent Transit Network for major corridors

Key Terms & Definitions

- FTN Corridor Characteristics
 - Enables well-connected network that provides regional circulation
 - Compatible with and supportive of adjacent urban design goals
 - Operates 7 days/week in select corridors
 - Service hours are appropriate for economic and social context of area served
 - Coverage at least 16 hours/day
 - Area trip origins or destinations are within ¼ mile-straight line distance
 - Frequency at least every 10-15 minutes in peak travel times
 - Speed no less than 40 percent of roadway speed limit
 - Coverage throughout region is geographically equitable and serves Title VI protected populations
 - Transit service is reliable and runs on schedule

Key Terms & Definitions

- New Starts/Small Starts Program
 - Federal Transit Administration (FTA) program
 - Provides funding for
 - New rail or busway projects
 - Improvement and maintenance of fixed guideway systems
 - Upgrading systems
- Capital assistance grants provide up to 80% of net project costs

Key Terms & Definitions

- Problem Statement
 - Defines transportation problem(s) community is trying to solve
- Purpose and Need Statement
 - Clarifies expected outcome of public expenditure and provides basis for that expenditure
 - Guide for developing alternative solutions to solve transportation problem(s)
 - Framework for selecting best alternatives from range of alternative solutions
 - Examples of Purpose and Need Statements in Attachment B

Key Terms & Definitions

- Purpose Statement
 - Declarative paragraph or two
 - Defines transportation problem(s) to be solved
 - Outlines goals and objectives that should be included in successful solution
- Purpose Statement should
 - Goal-oriented - stated in terms of desired outcomes
 - Stated as positive outcome that is expected
 - Address agency's strategic goals
 - Avoid stating solution
 - Stated broadly enough
 - More than one mode can be considered
 - Multi-modal solutions are not dismissed prematurely
 - More than one alternative can be considered
 - Focus on transportation system

Key Terms & Definitions

- Need Statement
 - Explains transportation problem
 - Provides supporting data
- Need Statement should
 - Establish evidence that problem exists, or will exist if projected population and planned land use growth are realized
 - Be factual and numerically based
 - Support assertion made in Purpose Statement

Key Terms & Definitions

- Goals and Objectives
 - Consistent with project's Purpose Statement
 - Define project's desired outcome
 - Reflect community values
 - Ensure consistency with laws and regulations
 - Used to develop criteria to evaluate alternatives
- Goals
 - State broader project issues
- Objectives
 - Specify how to achieve project's goals

Key Terms & Definitions

- Evaluation Criteria
 - Developed from Goals and Objectives
 - Specific
 - Quantifiable and qualitative measures of effectiveness
 - Used to assist decision makers when comparing and contrasting alternatives

Main-McVay Transit Study

OVERVIEW FTA SMALL STARTS PROGRAM

FTA Small Starts Program

- For projects under \$250 million total cost and no more than \$75 million in FTA funding
- Small Starts funding used for Gateway EmX and West Eugene EmX (both received maximum FTA funding)
- Funds up to 80% qualifying High Capacity Transit Projects
- Competitive grant program
 - Projects rated and compete with other projects

FTA Small Starts Process



Small Starts Project Planning Phase

- Local flexibility on planning process
- For Approval to Enter Project Development
 - Description of corridor and transportation problem to be solved
 - Funding available and committed to conduct Project Development
 - Description of project and alternatives to be considered
 - Background studies and analysis

Small Starts Project Development Phase

- Complete environmental analysis (NEPA)
- Confirm Locally Preferred Alternative
- Preliminary and final design and engineering
- Analyze project against Small Starts criteria
- Secure commitment for local funding
- Submit project to FTA for rating and execute Small Starts Grant Agreement
- Acquire right-of-way; relocate utilities as needed

Main-McVay Transit Study

RECOMMENDATION: MODE ALTERNATIVES

Recommended Mode Alternatives

- SAC Recommendation
 - Range of Mode Alternatives to advance for further study
- Help focus team efforts and resources

Recommended Mode Alternatives

- Mode Alternatives Memo
 - Significant effort and resources already spent evaluating high capacity transit mode alternatives
 - 1995 and 1997 studies concluded BRT more cost effective high capacity transit mode than urban rail modes for Eugene-Springfield metro area
 - 2008 comparative analysis of BRT and urban rail confirmed conclusions of prior studies

Recommended Mode Alternatives

- Project Team Recommendation
 - Eliminate from further consideration
 - Grade Separated Transit
 - Light Rail
 - Monorail
 - Streetcar
 - Trolley Bus
 - Advance for further evaluation
 - Fixed Route Bus (No-change alternative)
 - Enhanced Bus
 - Bus Rapid Transit (BRT)

Recommended Mode Alternatives

Questions & Discussion

Recommended Mode Alternatives

Recommendation:

Range of Mode Alternatives
to advance for further study

Main-McVay Transit Study

PURPOSE AND NEED

Purpose and Need

- Project Team
 - Reviewed
 - Previous studies and information
 - Community Input
- Preliminary Drafts
 - Problem Statement
 - Purpose and Need Statement
 - Goals and Objectives
 - Evaluation Criteria

Purpose and Need

Governance Team Guidance to SAC

- Focus on concepts – don't wordsmith
- Support Main Street goals
 - But have project goals specific to Main Street and McVay Highway issues
- Focus on Purpose Statement and Goals/Objectives
 - Needs Statement is data driven and developed from Problem and Purpose Statements
 - Evaluation Criteria technical measure of Goals / Objectives

Purpose and Need

Governance Team Guidance to SAC

- Questions to think about
 - Is this aligned with our community values?
 - What is right for Corridor?
 - Both Main Street and McVay Highway Segments
 - What is not right for Corridor?
 - Both Main Street and McVay Highway Segments
 - What do we need to know to make a recommendation?
- As new information arises there is opportunity to revise Needs, Goals and Objectives

Main Street Project Goals

- Provide overarching guidance to Main Street projects
 - Encourage economic revitalization and land use redevelopment
 - Provide transportation choices to residents, businesses and commuters to encourage individual and community well-being and public safety
 - Improve transportation safety and access for walkers, cyclists, transit riders and drivers along and through the corridor
 - Improve aesthetics on Main Street, making it an attractive place to live, work and shop
 - Create Main Street identities

PNGO Review

- Large Group
 - Questions
- Small Groups + Project Team Members
 - Concept changes
 - Key points to share with whole Committee

PNGO Review

- Small Groups Summarize for Large Group
 - Your group discussion
 - Key points your group would like other Committee members to think about before next meeting

Preliminary Draft Problem Statement

The Main-McVay Corridor is an L-shaped Corridor extending from 69th Street on Main Street to Lane Community College on McVay Highway. The Corridor is comprised of two segments, the Main Street Segment and the McVay Highway Segment, which connect at Franklin Boulevard and McVay Highway. The segments, while part of an overall corridor, have differing issues and concerns that are to be addressed by this study.

Preliminary Draft Problem Statement

Main Street Segment

Transit Service on Main Street is hindered by overcrowded buses, increasing transit travel time and operating cost caused by signal and passenger boarding delays, and safety and security issues for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings. If not addressed, these issues will worsen in the future as the corridor's population, employment, and transit ridership increase.

McVay Highway Segment

Transit service on McVay Highway is hindered by lack of sidewalks and safe street crossings for passengers and rider security concerns because transit stops are poorly lit and not located at signalized street crossings. The current transit service on McVay Highway is not positioned to handle the growth and redevelopment planned for the Glenwood area.

Preliminary Draft Purpose Statement

The purpose of the Main-McVay Transit Study project is to identify a range of transit improvements in the Main-McVay Corridor that provide improved transportation choices to residents, businesses and commuters to encourage individual and community well-being and public safety. The transit improvements will be consistent with regional plans and the community's long-term vision and goals for the area. The range of improvements will include options that result in improved bus speeds, long-term transit capacity, transit reliability and transit travel times.

Preliminary Draft Purpose Statement

The project improvements would strive to improve transportation safety and access for walkers, cyclists, transit riders, autos, freight and people with mobility issues along and through the corridor and improve connections to and from adjacent neighborhoods.

The project would support local, regional, and state plans and goals for land use and transportation; efforts in the Main-McVay Corridor aimed at encouraging economic revitalization and land use redevelopment; and, plans and programs to create Main Street identities and improve aesthetics on Main Street, making it an attractive place to live, work and shop.

Preliminary Draft Need Statement

The need for the project results from:

- High transit ridership along the Main Street corridor that results in overcrowding of bus trips during peak travel times;
- Pedestrian safety issues for riders walking to and from the bus stops on Main Street, including street crossings to access bus stops that are not located near a signalized crossing;
- Bicycle safety issues for cyclists using on-street bike lanes that are blocked by buses making passenger stops.
- Lengthening transit travel times and deteriorating public transportation reliability in the Main-McVay Corridor due to growing traffic congestion, signal delays, and passenger boarding delays;

Preliminary Draft Need Statement

The need for the project results from:

- Limited corridor revitalization and redevelopment resulting from aging structures and infrastructure and a poor visual environment along Main Street, South A Street, and McVay Highway;
- Historic and projected increases in traffic congestion in the Main-McVay Corridor due to increases in regional and corridor population and employment;
- For this corridor project, McVay Highway, as designed today, does not support the proposed mixed-use development goals expressed in the Glenwood Refinement Plan or the Franklin Boulevard Redevelopment Project;
- Policy direction in regional and City transportation plans that assume increased reliance on public transportation to address the community's future transportation needs;

Preliminary Draft Need Statement

The need for the project results from:

- Increasing operating expenses, combined with increasingly scarce operating resources, while demanding more efficient public transportation operations;
- The decision in the adopted 2035 Regional Transportation Plan (RTP) to include bus rapid transit (composed of frequent, fast transit service along major corridors and neighborhood feeder service that connects with the corridor service and with activity centers) in the fiscally constrained model as part of the regional transportation strategy.

Preliminary Draft Need Statement

The need for the project results from:

- The decision in the adopted Springfield 2035 Transportation System Plan (STSP) to include partnering with LTD to provide frequent transit network (FTN) connections along major corridors, connecting to local neighborhood bus service and major activity centers to provide viable alternatives to vehicle trips. The STSP incorporates numerous FTN projects and 20-year priority roadway, urban standards and pedestrian / bicycle projects relevant to the Main-McVay Transit Study.
- Local and regional land use and development plans, goals, and objectives that identify the Main-McVay Corridor for residential, commercial, retail, institutional/educational, government, and industrial development to help accommodate forecasted regional population and employment growth.
- Auto and freight delay from buses making passenger stops in travel lane.

Preliminary Draft Goals and Objectives

- Goal 1: Improve corridor transit service
- Goal 2: Meet current and future transit demand in a cost-effective manner
- Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor
- Goal 4: Enhance the safety and security of the corridor
- Goal 5: Enhance other modes of travel

Preliminary Draft Goals and Objectives

Goal 1: Improve corridor transit service

Objective 1.1: Improve transit travel time

Objective 1.2: Improve transit service reliability

Objective 1.3: Provide convenient transit connections that minimize the need to transfer

Objective 1.4: Increase transit ridership and mode share along the corridor

Preliminary Draft Goals and Objectives

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

Objective 2.2: Increase transit capacity to meet current and projected ridership demand

Preliminary Draft Goals and Objectives

Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor

Objective 3.1: Support development and redevelopment as planned in other adopted documents

Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity

Preliminary Draft Goals and Objectives

Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor

Objective 3.3: Coordinate transit improvements with other Main Street projects

Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects

Preliminary Draft Goals and Objectives

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

Objective 4.2: Enhance the security of transit users and of the corridor as a whole

Preliminary Draft Goals and Objectives

Goal 5: Enhance other modes of travel

Objectives 5.1: Maintain reliable motor vehicle operations and traffic flow in the corridor

Objectives 5.2: Improve bicycle and pedestrians connections along the corridor and transit stops to and from

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 1: Improve corridor transit service	
Objective 1.1: Improve transit travel time	<ul style="list-style-type: none">• Round trip transit pm peak travel time between select origins and destinations
Objective 1.2: Improve transit service reliability	<ul style="list-style-type: none">• On-time performance (no more than 4 minutes late) of transit service

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 1: Improve corridor transit service	
Objective 1.3: Provide convenient transit connections that minimizes the need to transfer	<ul style="list-style-type: none">• Number of transfers required between heavily used origin-destination pairs
Objective 1.4: Increase transit ridership and mode share in the corridor	<ul style="list-style-type: none">• Average weekday boardings on Corridor routes• Transit mode share along the corridor

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
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	<ul style="list-style-type: none">• Cost per trip• Impact on LTD operating and maintenance costs• Meet or exceed FTA's Small Starts requirements for cost-effectiveness• Cost to local taxpayers
Objective 2.2: Increase transit capacity to meet current and projected ridership demand	<ul style="list-style-type: none">• Capacity of transit service relative to the current and projected ridership

Preliminary Draft Evaluation Criteria

Goals and Objectives

Evaluation Criteria

Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor

Objective 3.1:
Support development and redevelopment as planned in other adopted documents

- Support for the overall BRT System Plan
- Support for the Springfield Transportation System Plan (STSP) Frequent Transit Network (FTN) concept
- Amount of vacant and underutilized land within ½ miles of stops/stations
- Impacts to businesses along the Corridor measured in acres of property acquired and parking displacements
- Potential for displacement of businesses measured in number of businesses displaced.

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor	
Objective 3.1: Support development and redevelopment as planned in other adopted documents	<ul style="list-style-type: none">• Acquisitions and/or displacement of residents measured in acres of property acquired and residential unit and parking displacements• Local jobs created by project construction• Percentage of current and planned population within ½ mile of FTN stop• Percentage of current and planned employment within ½ mile of FTN stop

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor	
Objective 3.1: Support development and redevelopment as planned in other adopted documents	<ul style="list-style-type: none">• General assessment of transit improvements to support development and redevelopment opportunities as measured by number of planned development / redevelopment opportunities within ½ mile of transit improvements• General assessment of the flexibility of the transit improvements to support changing development patterns

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor	
Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity	<ul style="list-style-type: none">• Potential impact to street trees, landscaping• Number of transit-related visual elements identified in adopted plans that would be implemented by alternative

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor	
Objective 3.2: Enhance the aesthetics of the corridor to improve economic activity	<ul style="list-style-type: none">• Potential impacts to the natural environment• Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of economic activity areas

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor	
Objective 3.3: Coordinate transit improvements with other Main Street projects	<ul style="list-style-type: none">• Capability of transit improvement to coordinate with other Main Street projects identified in adopted plans• Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Main Street projects

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 3: Support economic revitalization and land use redevelopment opportunities for the corridor	
Objective 3.4: Coordinate transit improvements with other Franklin Boulevard / McVay Highway projects	<ul style="list-style-type: none">• Capability of transit improvement to coordinate with other Franklin Boulevard / McVay Highway projects identified in adopted plans• Opportunity for streetscape improvements, wayfinding, and design elements that reinforce the community's identity and increase awareness of Franklin Boulevard / McVay Highway projects

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
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	<ul style="list-style-type: none">• Number and quality of designated (marked) crossings near transit stops (signalized or unsignalized)• General assessment of potential to reduce the number of pedestrian / vehicle collisions• General assessment of potential to reduce the number of bicycle / vehicle collisions

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 4: Enhance the safety and security of the corridor	
Objective 4.2: Enhance the security of transit users and of the corridor as a whole	<ul style="list-style-type: none">• Amount of added street lighting• Amount of added lighting at / near transit stops• Extent and character of stop and station improvements

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 5: Enhance other modes of travel	
Objective 5.1: Maintain reliable motor vehicle operations and traffic flow in the corridor	<ul style="list-style-type: none">• Impact on current and future year intersection LOS• Impact on current and future year PM peak hour auto / truck travel times• Impact on freight mobility measured by maintaining acceptable lane widths for trucks

Preliminary Draft Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 5: Enhance other modes of travel	
Objective 5.2: Improve bicycle and pedestrians connections along the corridor and to and from transit stops	<ul style="list-style-type: none">• General assessment of the interface with pedestrians and bicyclists• Length of new or improved sidewalk in stop and station areas• Length of new or improved bike lanes in stop and station areas• Number of bicycle treatments in stop and station areas

Main-McVay Transit Study Stakeholder Advisory
Committee

MEETING LOGISTICS

Meeting Logistics

- Future Meeting Schedule
- Recordings of Committee Meetings
- Project and Committee documents on website
- Hyperlinks in project documents, where possible

Main-McVay Transit Study Stakeholder Advisory
Committee

NEXT MEETING

Meeting #3 - June 24th

PRELIMINARY AGENDA

- **Recommendation:** Suggested Revisions to
 - Problem Statement
 - Purpose and Need Statement
 - Goals and Objectives
 - Evaluation Criteria
- Upcoming Alignment Alternatives Workshop

Mtg #3: PNGO Recommendation

Before the meeting

- Review discussion summaries
- Review key points small groups asked you to think about
- Make notes about questions you would like answered to help you suggest revisions
 - If possible, email questions to John and David in advance
- Make notes about your suggested revisions
 - Be prepared to discuss your suggestions at meeting

Mtg #3: PNGO Recommendation

At the meeting

- Questions / Answers
- Discussion
- SAC Recommendation: Revisions to PNGO

Main-McVay Transit Study Stakeholder Advisory
Committee

NEXT STEPS & ADJOURN