

Main-McVay Transit Study

Stakeholder Advisory Committee

Meeting #4 – Solutions Development Workshop

July 29, 2014

A collaborative study between





Main-McVay Transit Study

Stakeholder Advisory Committee Meeting #4

July 29, 2014

WELCOME & AGENDA REVIEW

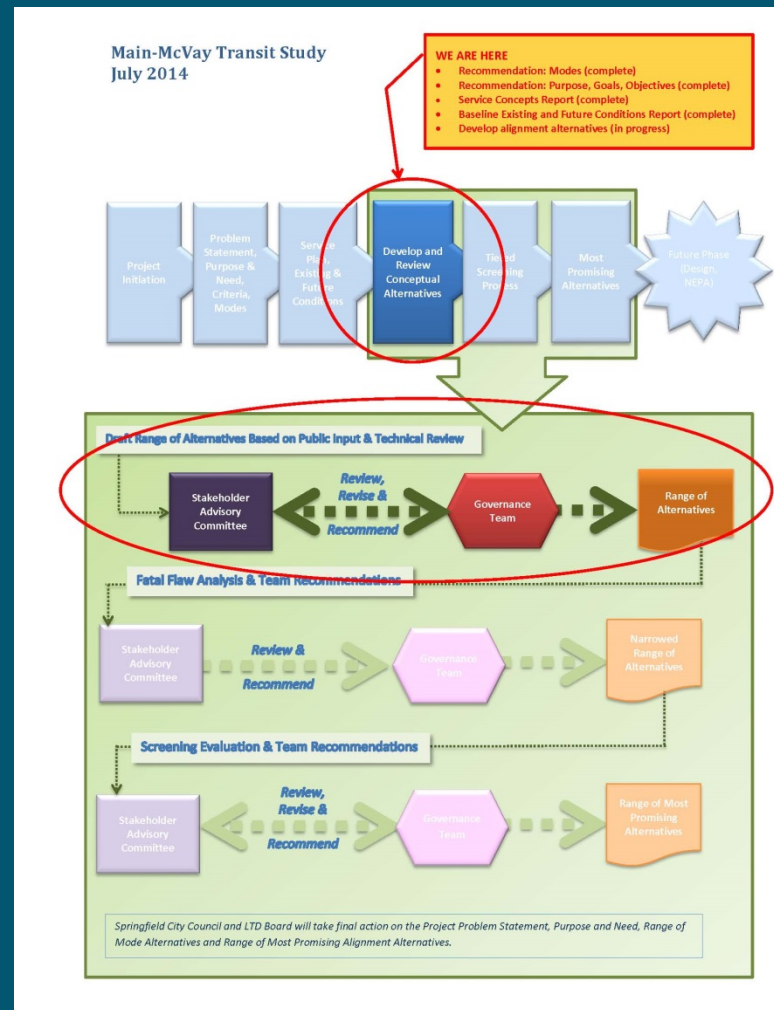
Agenda Review

- Welcome
- Solutions Development Overview
- Summary of Baseline Report Findings
- Summary of Service Plan Evaluation
- Range of Lane Possibilities
- Conceptual Alignment Solutions Discussion
- Next Steps & Adjourn

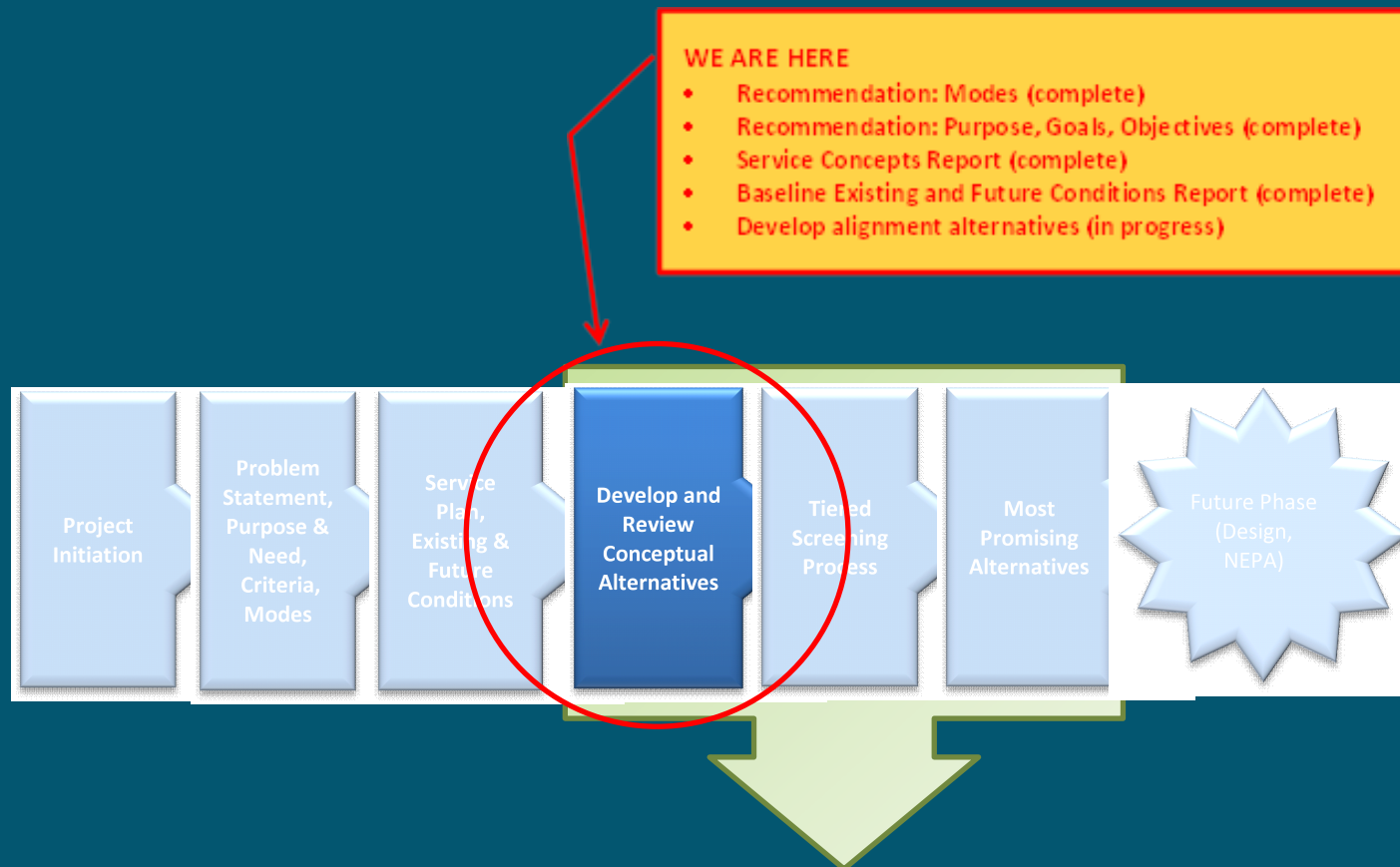
Main-McVay Transit Study

SOLUTIONS DEVELOPMENT

Solutions Development



Solutions Development



Solutions Development

- Background Information

- Purpose, Goals, Objectives
- Mode Options Selection
- Baseline Existing and Future Conditions Report
- Service Plan Screening Evaluation

- Workshop

- Routing
- Route termini
- General route connections
- General station locations and spacing
- Lane configuration

Main-McVay Transit Study

BACKGROUND SUMMARY

Background Summary

- Purpose, Goals, Objectives
- Mode Options Selection
- Baseline Existing and Future Conditions Report
- Service Plan Screening Evaluation

Purpose, Goals & Objectives

June 24 Stakeholder Advisory Committee revised and advanced recommendation to GT

June 26	Governance Team reviewed and revised
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July 7 Springfield City Council reviewed and concurred

July 16	LTD Board reviewed and concurred
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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

Objective 1.5: Improve access of other modes such as walking, bicycling, and auto (park and ride) to transit

Objective 1.6: Enhance equitable transit for users without regard to race, color, religion, national origin, age or disability, sex, sexual orientation, marital status,

Goals and Objectives

Goal 5: Enhance other modes of travel

Objectives 5.1: ~~Maintain~~ Minimize adverse impacts
to reliable motor vehicle
operations and traffic flow, ~~in the~~
~~corridor~~ such as intersection
delay, capacity reductions, and
conflicts between buses and cars

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

Mode Options

Governance Team concurred with SAC
Recommendation *(at May 26, 2014 meeting)*

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

Baseline Report Findings

- Primarily desktop review of existing studies and data
- Some field surveys – biological, wetlands, historic
- Results
 - Opportunities and Constraints = 7 environmental topics
 - No effect = 10 environmental topics

Baseline Report Findings

- Acquisitions and Displacements
 - Options that require street widening in identified “pinch point” locations will have greater impacts
 - Properties with structures close to ROW, particularly if buildings on opposite side of street are also close to ROW [e.g., downtown area]
 - Existing transportation structures, such as bridges, constrain ROW expansion [e.g., bridges, RR trestle]
- Historic Resources
 - Street widening near resource clusters in downtown will have major impacts to historic resources

Baseline Report Findings

- Land Use
 - Higher density residential and commercial zoning supports higher level of transit service
 - Activity areas identified in other studies = current or potential high generators of transit demand *[next slide]*
- Parklands
 - Constraint = Impacts to resources
 - Opportunity = Draw for transit users

Main St Corridor Vision Plan

Activity Areas along Main Street



Baseline Report Findings

- Socioeconomic and Environmental Justice
 - Census tracts
 - Opportunities to increase transit use
 - Higher youth population
 - Transit reliant populations
 - Challenges to increasing transit use
 - High auto ownership
 - Forecast population / employment growth = potential transit market

Baseline Report Findings

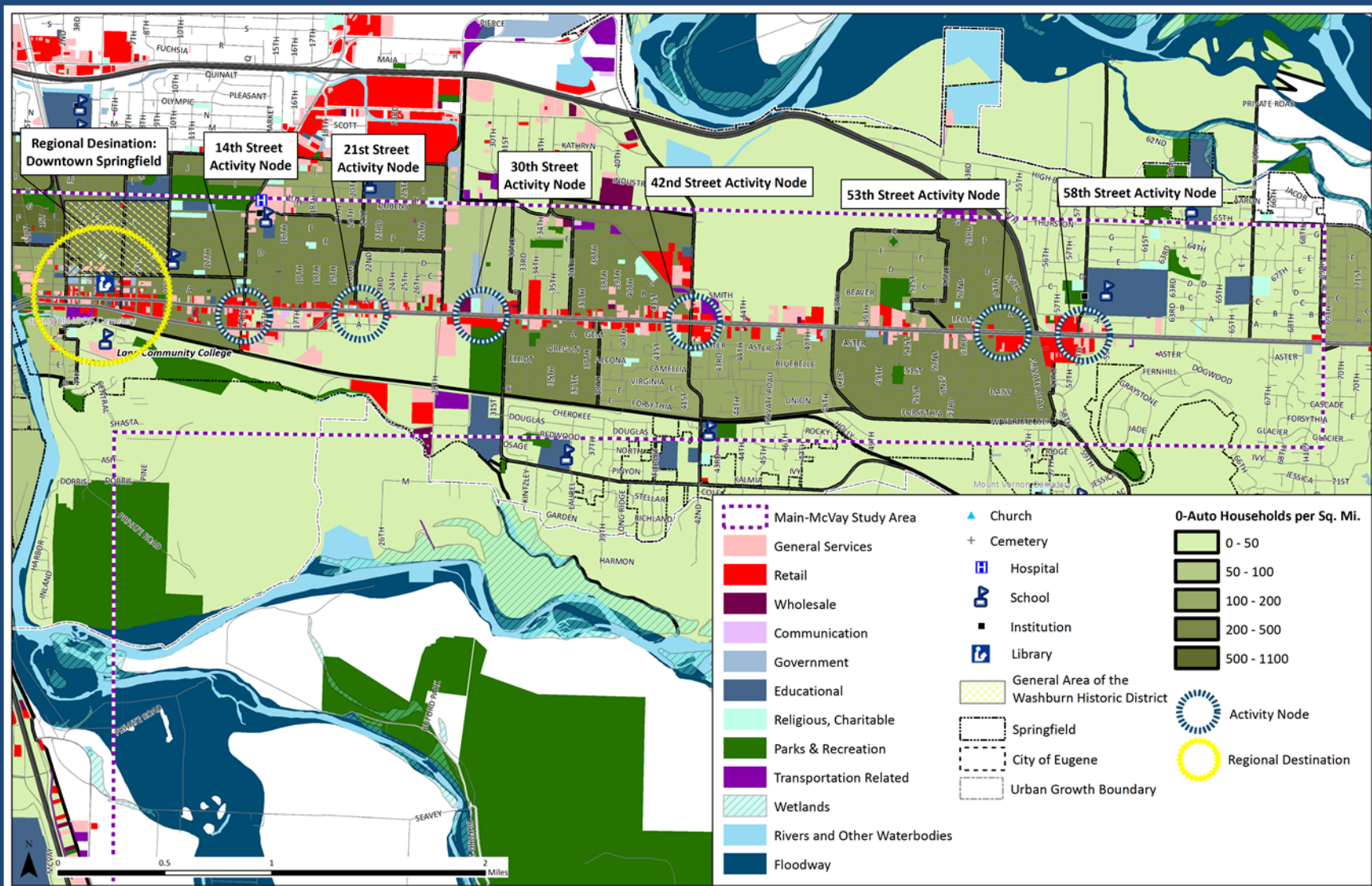
- Transportation
 - Opportunities to increase overall auto and freight mobility, pedestrian and bicycle safety
- Visual and Aesthetic Resources
 - Opportunities to support redevelopment, urban appearance

Baseline Report Findings

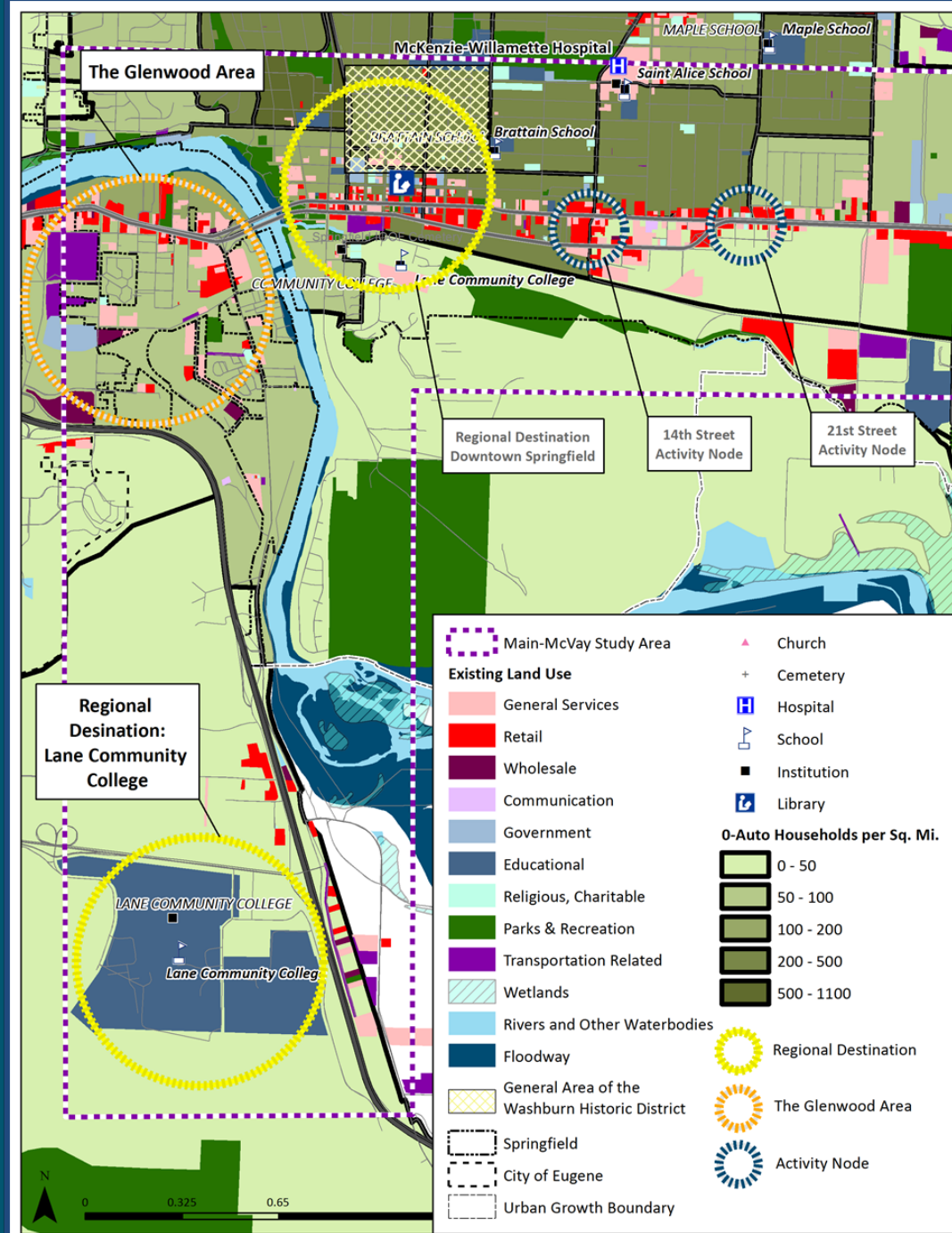
No Significant Opportunities or Constraints

- Air Quality
- Archaeology
- Biological Resources & Endangered Species
- Energy
- Geology
- Hazardous Materials
- Noise
- Utilities
- Water Resources
- Wetlands

Baseline Report Findings



Baseline Report Findings



Service Plan Evaluation

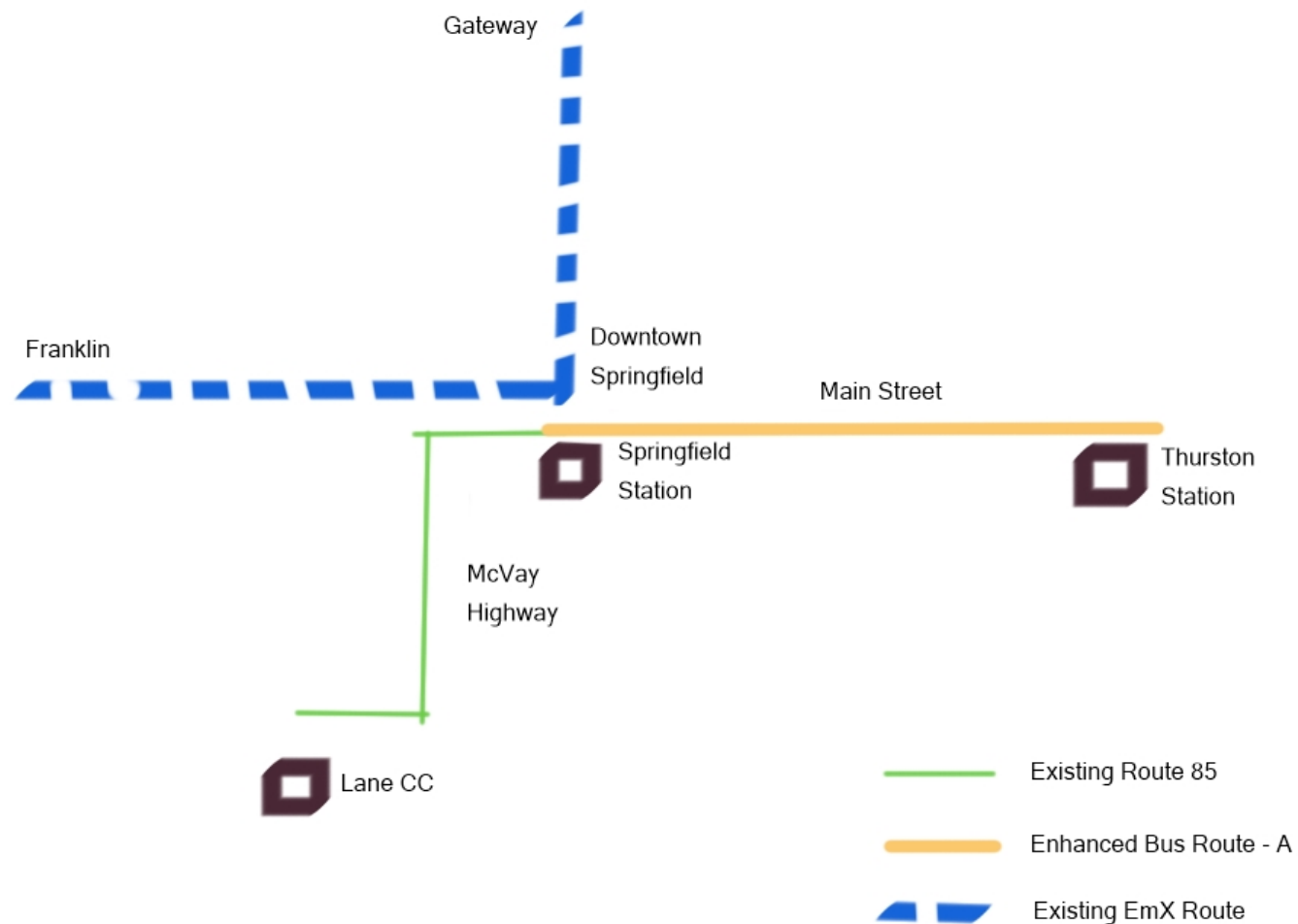
- Evaluated feasible service connections for conventional bus, enhanced bus, and BRT evaluated
- Criteria
 - Transfers
 - Operational Compatibility
 - Route Structure Complexity
 - Disruption to Current Service

Existing Bus Service Option

- No-Build or No-Change option
- Continue existing Main St and McVay Hwy service as it is now
- Continue to use existing buses, travelling in mixed traffic, serving stops spaced at about 6 stops per mile

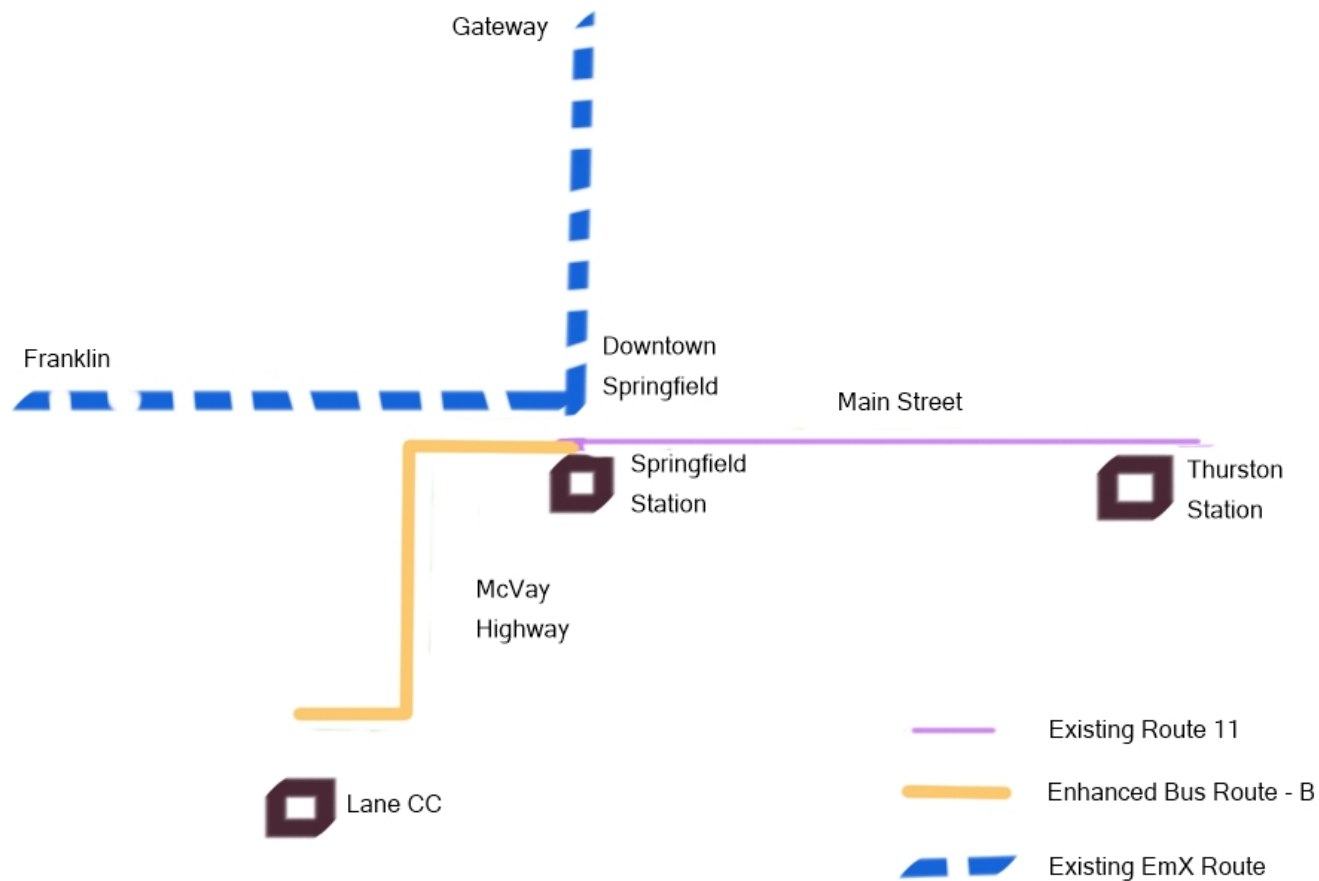
Enhanced Bus - A

EB replace #11 Thurston service on Main St segment



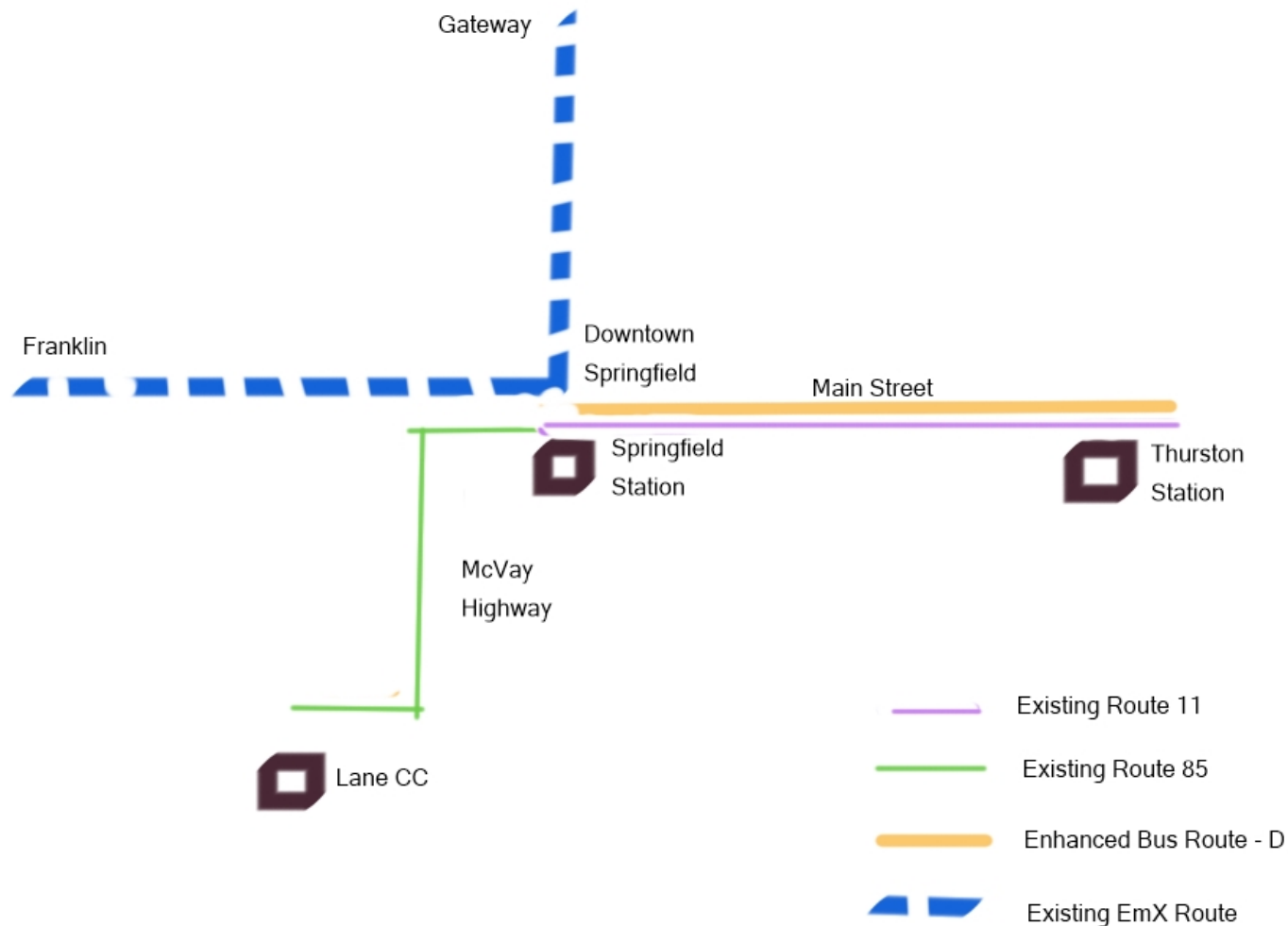
Enhanced Bus - B

EB replace #85 Springfield/LCC on McVay Hwy



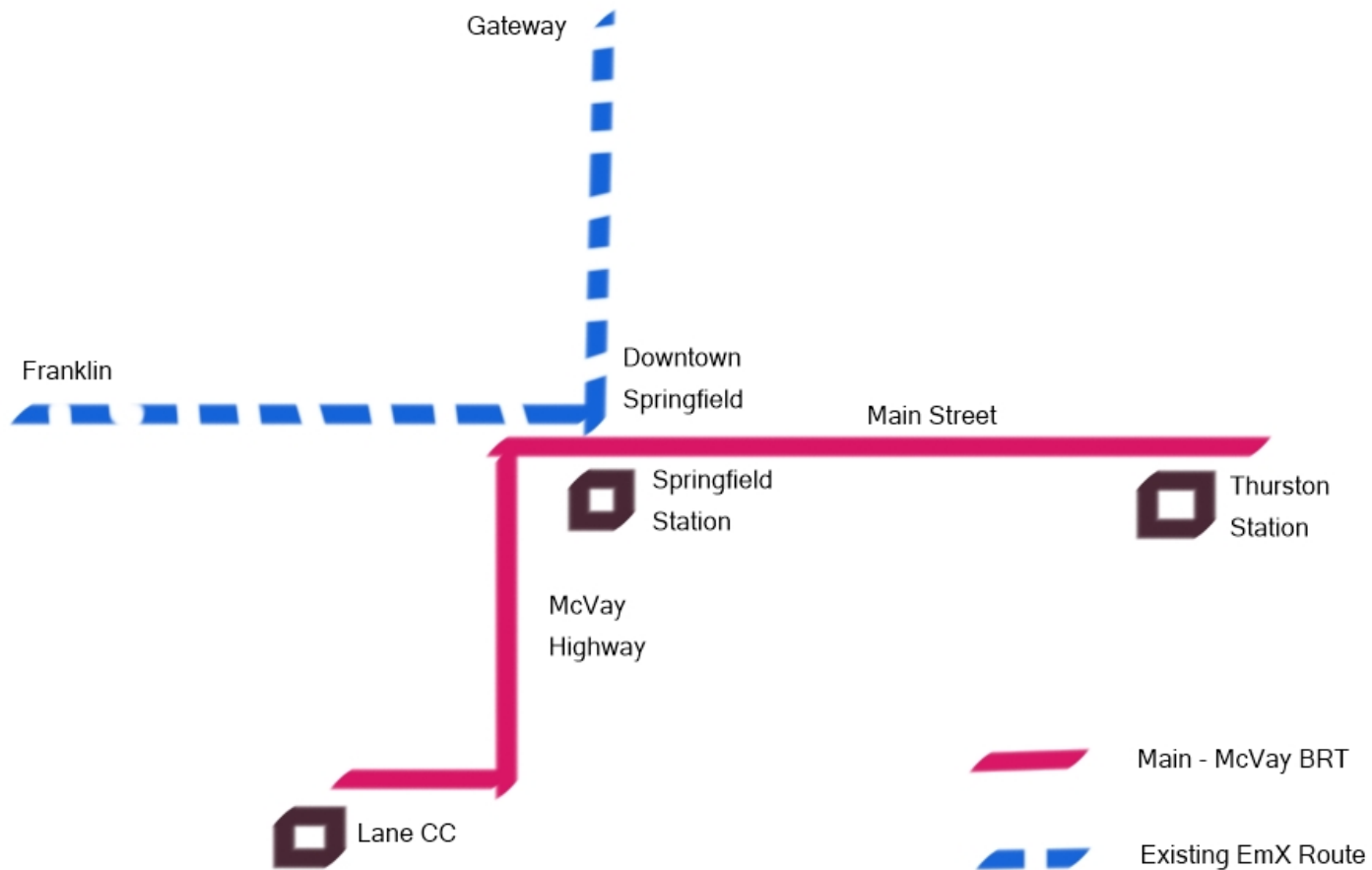
Enhanced Bus - D

Express service combined with existing local service



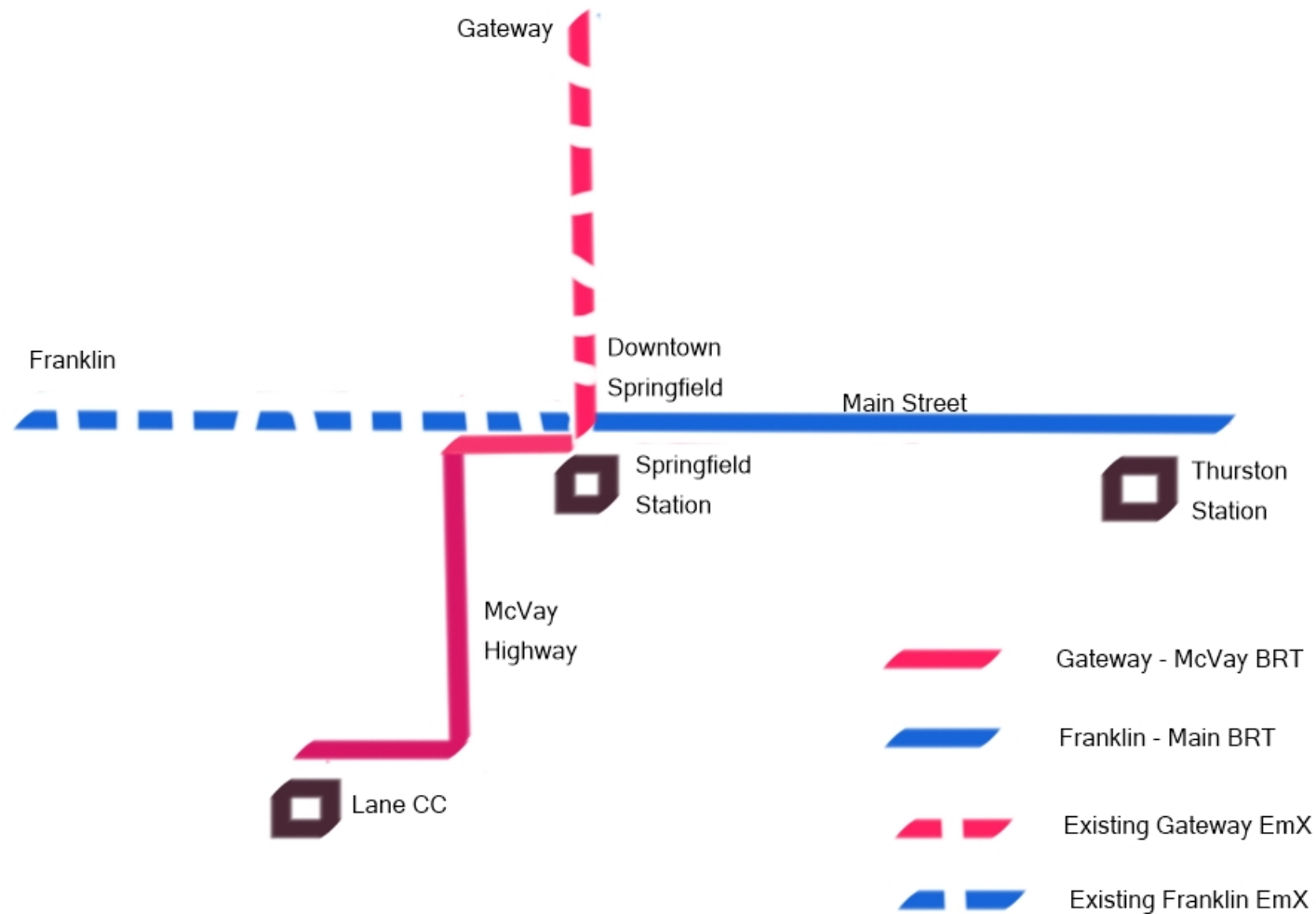
BRT - A

Main St/LCC paired, existing EmX as is



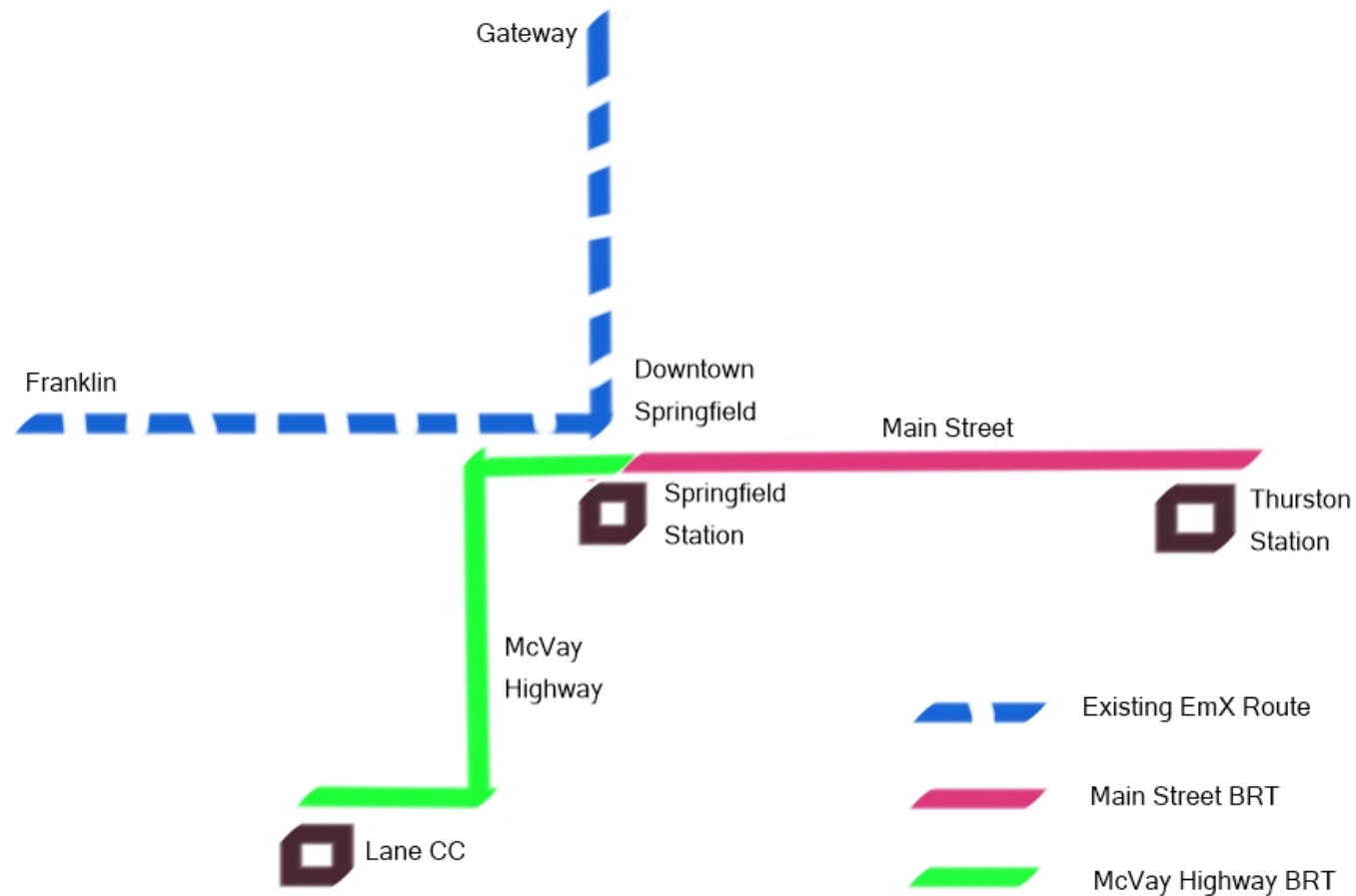
BRT - B

Main St / Franklin paired, Gateway / LCC paired



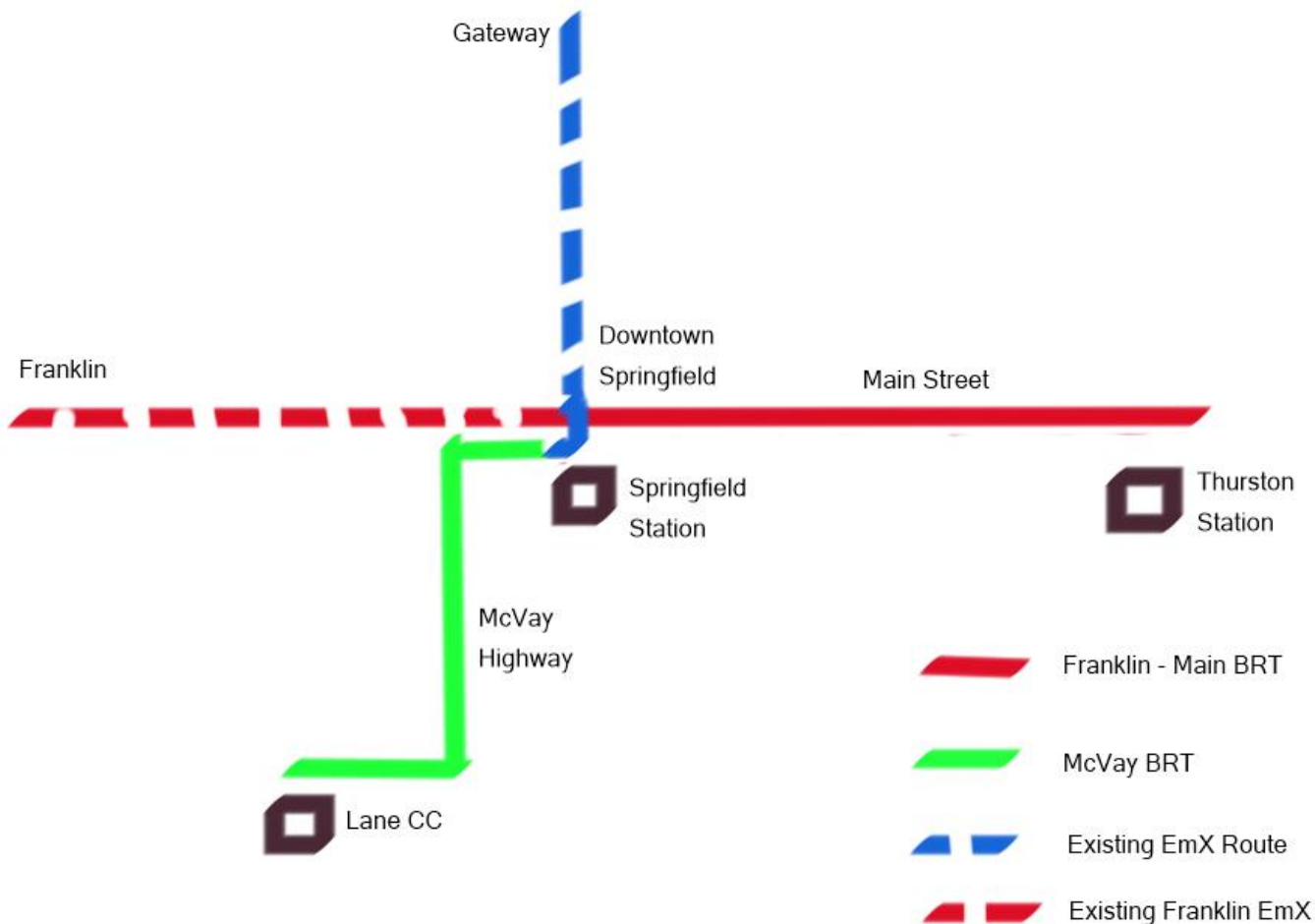
BRT - D

Main St and LCC separate, independent corridors

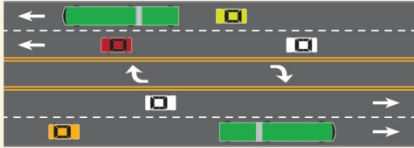


BRT - E

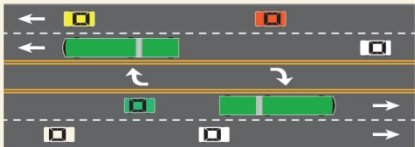
Main St / Franklin paired, Gateway and LCC separate, independent corridors



Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
<p>Mixed traffic – curbside</p> <p>A</p> 	Mixed traffic	Curbside (in mixed traffic)	Curbside (possible pullout)	Enhanced Bus and BRT

Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
B Mixed traffic – left lane 	Mixed traffic	Left lane (in mixed traffic)	Median	BRT



Range of Lane Possibilities

BAT lane – converted

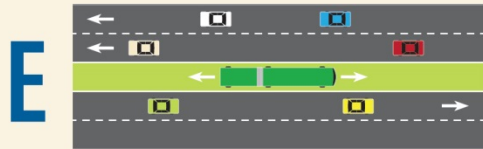


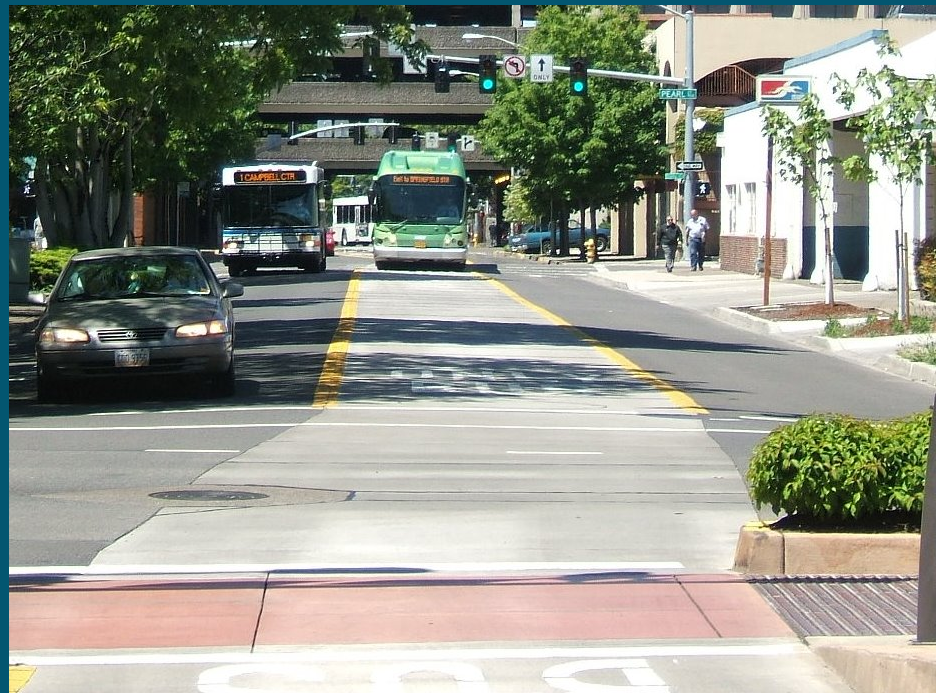
Lane Type	Lane Location	Station Location	Application
Semi-exclusive (shared with turning vehicles)	Curbside	Curbside	BRT

Range of Lane Possibilities

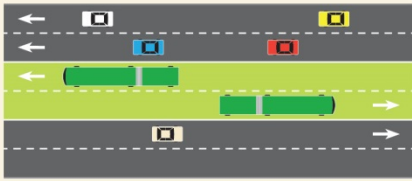
	Lane Type	Lane Location	Station Location	Application
<p>BAT lane – added</p> <p>D</p>	Semi-exclusive (shared with turning vehicles)	Curbside	Curbside	BRT

Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
Single center running lane 	Exclusive transit	Center	Median	BRT

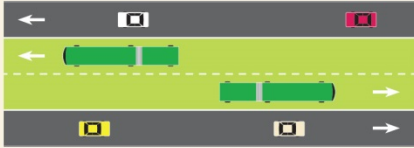


Range of Lane Possibilities

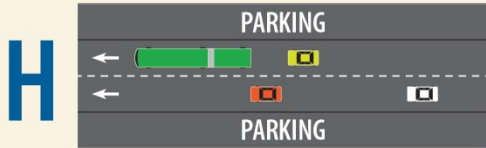
	Lane Type	Lane Location	Station Location	Application
<p>Double center running lane – added</p> <p>F</p> 	Exclusive transit	Center	Median	BRT



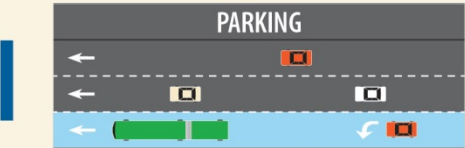
Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
<p>Double center running lane – converted</p> <p>G</p> 	Exclusive transit	Center	Median	BRT

Range of Lane Possibilities

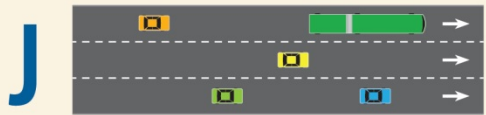
	Lane Type	Lane Location	Station Location	Application
<p>Mixed traffic (could be left or right lane)</p> 	Mixed traffic	Curbside (in mixed traffic)	Curbside (possible pullout)	Enhanced Bus and BRT

Range of Lane Possibilities

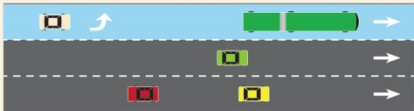
	Lane Type	Lane Location	Station Location	Application
BAT lane – replaces parking 	Semi-exclusive (shared with turning vehicles)	Curbside	Curbside	BRT



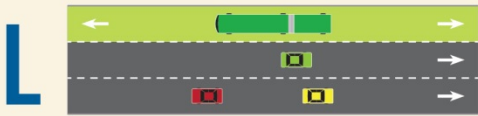
Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
Mixed traffic 	Mixed traffic	Curbside (in mixed traffic)	Curbside (possible pullout)	Enhanced Bus and BRT

Range of Lane Possibilities


	Lane Type	Lane Location	Station Location	Application
<p>BAT lane – converted</p> <p>K </p>	Semi-exclusive (shared with turning vehicles)	Curbside	Curbside	BRT

Range of Lane Possibilities

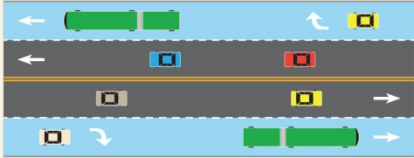
	Lane Type	Lane Location	Station Location	Application
<p>Bi-directional lane</p> 	Exclusive transit	Curbside	Curbside	BRT



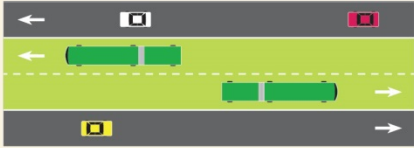
Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
<p>Mixed traffic</p> 	Mixed traffic	Curbside (in mixed traffic)	Curbside (possible pullout)	Enhanced Bus and BRT

Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
<p>BAT lanes – added</p> 	Semi-exclusive (shared with turning vehicles)	Curbside	Curbside	BRT

Range of Lane Possibilities

	Lane Type	Lane Location	Station Location	Application
<p>Center-running exclusive lanes – added</p> <p>0</p> 	Exclusive transit	Center	Median	BRT

Committee Solutions Development

Solutions Development

- Routing
- Route termini
- General route connections
- General station locations and spacing
- Lane configuration

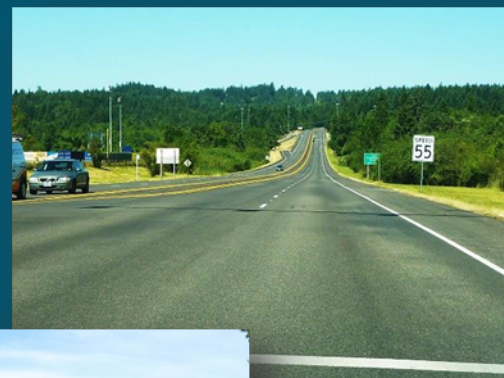
10 Minute Break

Solutions Development

- Routing
- Route termini
- General route connections
- General station locations and spacing
- Lane configuration

Wrap Up Workshop

- Recap SAC discussion
 - Routing
 - Route termini
 - General route connections
 - General station locations and spacing
 - Lane configuration
- After workshop
 - Technical team prepare package of solutions based on SAC workshop



Main-McVay Transit Study
Stakeholder Advisory Committee

NEXT MEETING

Meeting #5 – August 26th

PRELIMINARY AGENDA

- Baseline Report
 - Comments, Modifications, New Information
- **Recommendation: Solutions**
 - Broad Range of solutions to advance into screening evaluation
- **Recommendation: Suggested PNGO Revisions**
 - Problem Statement
 - Need Statement
 - Evaluation Criteria
- Upcoming Screening Evaluation

Meeting #5

Before meeting

- Review
 - Baseline Report
 - Revised Problem Statement, Need Statement and Evaluation Criteria
 - Range of Solutions Package
- Email any questions to John and David
- Be prepared to discuss your suggested revisions at meeting

Meeting #5

At meeting

- Questions / Answers
- Discussion
- SAC Recommendations
 - Revisions to Problem Statement, Need Statement, Evaluation Criteria
 - Broad Range of Solutions to advance to screening evaluation



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NEXT STEPS & ADJOURN