

Main-McVay Transit Study

Stakeholder Advisory Committee

January 27, 2015

A collaborative study between



Agenda

- Governance Team Meeting January 8th
- Review Decisions on Potential Transit Corridor Elements
- Recommend Most Promising Transit Solutions
 - McVay Highway Segment
 - Main Street Segment
- Next Steps



Community Input Summary

- Written Comments:
None

- Website Input:
8 emails

- Email Correspondence:
6 emails

- Media:
1 editorial

- Main Street
E-Updates:
Update as part of Main
St. Vision Open House
(1/20)

- Community Outreach:
Door-to-door
Pending presentations



Governance Team: January 8, 2015

The GT took action on SAC recommendations for the following transit corridor elements:

- **BRT Routing:** McVay South. Approved SAC recommendation, and added that both McVay South routing options also be considered for the McVay Highway Enhanced Bus Option
- **Enhanced Bus Options:** Approved SAC recommendation
- **BRT Service Options:** Approved SAC recommendation
- **BRT Lane Exclusivity:** Approved SAC recommendation

Seven Transit Corridor Elements

1. BRT Station Spacing
2. BRT Routing: Main Street East , Eastern Terminus
3. BRT Routing: Main Street Downtown
4. BRT Routing: McVay South
5. Enhanced Bus Options
6. BRT Service Options
7. BRT Lane Exclusivity

BRT: Station Spacing

Original Options

- Stations spaced less than 1/3 mile apart
- Stations spaced approximately 1/3 mile apart
- Stations spaced more than 1/3 mile apart

Tier 1 Screening

- Stations spaced less than 1/3 mile apart
- Stations spaced approximately 1/3 mile apart
- Stations spaced more than 1/3 mile apart

Tier 2 Screening

- **Stations spaced approximately 1/3 mile apart**

GT Concurrency



BRT Routing: Main Street East, Eastern Terminus

Original Options

- Thurston Station
- Thurston High School
- Thurston Road to 69th
- Main Street to 72nd

Tier 1 Screening

- Thurston Station
- Thurston High School

Tier 2 Screening

- **Thurston Station (with selected trips extended to Thurston High School)**

GT Concurrence



BRT Routing: Main Street Downtown

Original Options

- Main Street/South A couplet
- Two-way South A
- Two-way South A to 10th or 14th; couplet east of 10th or 14th
- Two-way Main Street (eliminated prior to Tier 1 screening)

Tier 1 Screening

- Two-way South A
- Two-way South A to 10th or 14th; couplet east of 10th or 14th

Tier 2 Screening

- **Two-way South A to 10th; couplet east of 10th**
- Backup Option: Two-way South A

GT Concurrency

BRT Routing: McVay South

Original Options

- McVay Highway (west of I-5)
- Old Franklin (east of I-5)
- Haul Road (east of I-5)

Tier 1 Screening

- McVay Highway (west of I-5)
- Old Franklin (east of I-5)

Tier 2 Screening

- **McVay Highway (west of I-5)**
- **Old Franklin (east of I-5)**

GT Concurrence, with the understanding that both options will also be considered for Enhanced Bus routing



Enhanced Bus Options

Original Options

- Main Street
- McVay Highway
- Main Street Express
- Freeway Express
- Main-McVay

Tier 1 Screening

- Main Street
- McVay Highway
- Main Street Express

Tier 2 Screening

- **Main Street**
- **McVay Highway**

GT Concurrency



BRT Service Options

Original Options

- Franklin-Gateway; Main-McVay
- Franklin-Main; Gateway-McVay
- Franklin-Gateway; Main; McVay
- Franklin-Main; Gateway; McVay

Tier 1 Screening

- Franklin-Main; Gateway-McVay
- Franklin-Main; Gateway; McVay

Tier 2 Screening

- **Franklin-Main (Gateway EmX operates independently)**
- Franklin-Main; Gateway-McVay : Possibly reconsider depending on McVay Highway development

GT Concurrency



BRT Lane Exclusivity

Original Options

- Low Exclusivity
- Moderate Exclusivity
- High Exclusivity

Tier 1 Screening

- Low Exclusivity
- Moderate Exclusivity
- High Exclusivity

Tier 2 Screening

- **Moderate Exclusivity**

GT Concurrency



Most Promising Transit Solutions

- Most Promising Transit Solutions a compilation of decisions on individual elements
- Looked at Main Street and McVay Highway Segments separately
- Once packaged together, do the solutions make sense?



Most Promising Transit Solutions

	Main Street Segment	McVay Highway Segment
No-Change (Existing Service)	●	●
Enhanced Bus	●	●
BRT	●	●

No-Change Option

- Continuation of current service, with typical minor service and operational adjustments as needed
- Carried forward on both Main Street and McVay Highway Segments
- Forms “baseline” for comparison of potential transit improvements



Enhanced Bus on Main Street and McVay Highway

Key Elements

- Transit signal priority
- Possible queue-jumps at congested intersections
- Enhanced stops
- Possible frequency improvements
- Consideration of both McVay Highway and Old Franklin routing options on south end of McVay Highway Segment



BRT on Main Street

Key Elements

- Main Street EmX an extension of the Franklin EmX (Gateway EmX would terminate at the Springfield Station)
- Transit signal priority
- Approximately 1/3 mile stop spacing
- Terminus at Thurston Station; with selected trips extended to Thurston High School
- Neighborhood connector service east of 58th Street
- Downtown routing using the Main Street/South A couplet east of 10th and South A west of 10th
- “Moderate” level of transit lane exclusivity

BRT on McVay Highway

- Insufficient ridership to support BRT-level service
- Would nearly triple LTD operating costs on the corridor
- Reconsider as option should development in Glenwood and other areas along the McVay Highway Segment occur faster than projected



Project Team Recommendations

Project Team Recommendation #1: Advance as Most Promising Transit Solutions:

- No-Change and Enhanced Bus options for the McVay Highway Segment
- No-Change, Enhanced Bus, and BRT options for the Main Street Segment

Project Team Recommendation #2: Recommend that LTD and the City of Springfield conduct further study of the range of Most Promising Transit Solutions with the intent of identifying the Locally Preferred Solutions for the Main Street and McVay Highway Segments.



NEXT STEPS

Next Steps

Date	Actions
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February 19	GT Decision: Draft Range of Most Promising Transit Solutions
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April 20	Springfield City Council Work Session: Review Recommendations
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Next Steps

Date	Actions
May 4	Springfield City Council Work Session: Review Recommendations (if needed)
May 11	LTD Board Work Session: Review Recommendations
May 20	LTD Board Resolution: Range of Most Promising Transit Solutions (if needed)



