

# Main-McVay Transit Study

## Screening Evaluation Process

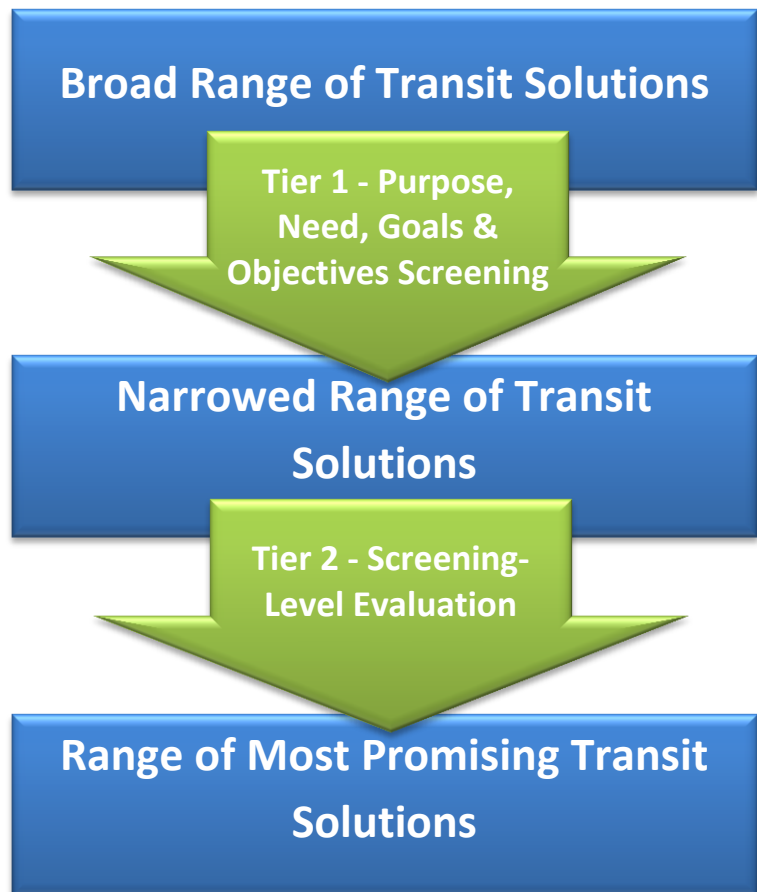
The purpose of the screening and evaluation effort is to determine which transit solutions are most appropriate for the Corridor and hold the most promise in solving the transportation problems. Transit solutions which hold the most promise may be carried forward to future phases of the project.

A two-step process will be used to narrow the broader range of transit solutions to a smaller range of options for further study. The screening process evaluates each transit solution in terms of its

reasonable potential to solve the identified transportation problems and the reasonable probability of having adverse or beneficial effect to the project area environment. This includes consideration of issues including land use, transportation, economic development, compliance with plans and regulations, and effects to the built environment, parks, cultural and natural resources, among others.

### Tier I - Purpose and Need Screening

The broad range of transit solutions developed by the SAC and approved by the GT is screened by the project team to determine which transit solutions have the reasonable potential to solve the identified transportation problems in the Corridor (by addressing the Study's Purpose, Need, Goals, and Objectives (PNGO)).



Transit solutions which have the potential to solve the Corridor's transportation problems will be advanced to the next level of evaluation

### Tier II - Screening-Level Evaluation

At this stage of the screening process, the Evaluation Criteria are used to determine the reasonable probability of each of the transit solutions having adverse or beneficial effects (how well each would meet the Study's Goals and Objectives). Each of the transit solutions is scored based on the Evaluation Criteria – the higher the point total the better the transit option is in meeting the Study's Goals and

Objectives, or the probability of having greater beneficial effects or having fewer adverse effects. The resulting data and scoring are used to assist in comparing and contrasting the transit solutions options.

The findings and recommendations from the Screening-Level Evaluation will be considered by the SAC and the GT in determining the range of most promising transit solutions, which are those solutions that have the greatest probability of solving the identified Corridor transportation problems.

## Why is it important to use a screening process?

Using a screening process to narrow the range of transit solutions provides for an efficient, organized, systematic method for determining the most promising transit solutions for the corridor. The screening process focuses on key issues appropriate to each level of screening.

The Tier I Screening uses a threshold measure to quickly allow for the elimination of transit solutions that will not address or will poorly address the Study's Purpose, Need, Goals and Objectives. Transit solutions advanced to the Tier II Screening are evaluated in more detail to assess how well each of the transit solutions meets the Study's Goals and Objectives. The Tier II Screening does not identify and evaluate specific impacts.

This approach more efficiently uses time and money to examine transit solutions that have a greater probability of solving the transportation problems in the Corridor.

At the end of the Tier II Screening, a range of most promising transit solutions is identified for further study. This range of most promising solutions is not a final decision - new information can cause consideration of other transit solutions at a later date.

### Tiered Screening Process

- ✓ Effective high-level process to determine if there are viable solutions for further consideration.
- ✓ Used to quickly focus on critical factors in selecting options for more in-depth study.
- ✓ Efficient use of time and money.

## How can you help in the screening process?

- Avoid spending time focused on design-related issues that cannot be addressed at this time such as driveways that might be eliminated, trees that might be removed or the design of station. During the preliminary and final design stages of a project, LTD and the City of Springfield will invest a great deal of effort in avoiding or reducing impacts.
- Avoid spending time focused on issues that are already part of LTD's standard operating procedures such as improving ADA access (see *General Assumptions*).

### Tier 1 Screening

- In reviewing the Tier I Screening results, some factors to consider as you make your recommendation:
  - This is a threshold screening measure – it is a higher level review of the solutions.

- At this stage of the screening, focus on the “big picture” and “reasonable potential to solve the transportation problems.”
- The GT eliminated one transit solution on a “Pass / Fail” basis, that is, they determined that the transit solution would likely have extensive impacts to businesses and time and money should not be spent studying that option any further.
- Do you agree with the project team’s findings about whether or not the transit solutions meet the Study’s Purpose, Need, Goals and Objectives and how well each solution is likely to meet the PNGO or correct the transportation problem? If not, what do you think should be modified and how?

#### **Tier I Screening**

Identify the range of transit solutions that have ***reasonable potential to solve the identified transportation problems.***

#### **Tier II Screening**

Identify the range of transit solutions that have a ***reasonable probability of having the least adverse effect and greatest beneficial effect in the Corridor.***

#### Tier II Screening

- In reviewing the Tier II Screening results, some factors to consider as you make your recommendation:
  - At this stage, impacts are not identified but instead the probability of each option having impacts is considered. Focus on the “reasonable probability of having impacts” and the relative comparison of those probable impacts.
  - Stay focused on the agreed upon measures (evaluation criteria) – No new criteria will be created at this point.
  - Do you agree with the project team’s findings about how well each of the transit solutions is likely to address the evaluation criteria or correct the transportation problem? If not, what do you think should be modified and how?
  - The criteria are not weighted – you must determine which individual criteria are most important in assessing the relative merits of the transit solutions.
- Determining the range of most promising transit solutions:
  - Focus on “reasonable potential”.
  - Which transit solutions have the greatest reasonable potential to solve the transportation problems in the Corridor?
  - This range of most promising solutions is not a final decision - new information can cause consideration of other transit solutions in the next phase of study.

### **Rationale for Dismissing Alternatives**

- Does not meet Purpose, Need, Goals and Objectives
- Is not likely to correct the transportation problems in the Corridor
- Does not have the potential to decrease impacts on natural resources, businesses, residents, transportation system, transit system or other resources
- Has the potential create new or greater impacts on natural resources, businesses, residents, transportation system, transit system or other resources

- There is a reasonable probability that the solution will have greater adverse effects than beneficial effects
- There is a reasonable probability that the solution would not be acceptable or appropriate for the Springfield community
- Is infeasible or illegal
- Is inconsistent with adopted plans or policies
- Implementation is remote or speculative
- Environmental effects cannot be reasonably ascertained
- Dependent on future (as yet undeveloped or proven) technology when action requires near term results

## General Assumptions

LTD has constructed a number of major transit investments including two EmX Corridors and two signature transit stations. With each project, LTD has improved its record of avoiding and reducing impacts beyond what was estimated in the environmental review and LTD has constructed (or is constructing) community facilities such as bike lanes and paths, sidewalks, street crossings, traffic signals, bridges over waterways, and community meeting spaces. When considering which transit options to retain and which to eliminate, you can make the following assumptions:

- For major transit investments, LTD includes:
  - Bicycle improvements such as bike lanes, bike paths, bike parking and storage
  - ADA access improvements such as ramped sidewalks
  - Sidewalk improvements such as sidewalk widening, completing unimproved sidewalk areas
  - Safe bicycle and pedestrian crossings to stations
  - Landscape improvements – meets or exceeds minimum requirements
  - The latest and most appropriate bus technology that seeks to provide the greatest passenger capacity and comfort, ease in driving, reduced air quality impacts, reduced energy consumption