



# Main-McVay Transit Study

## Community Input Summary

September 2014

### **Written comments submitted**

As of 9/23/14: none received.

### **Website input**

August 27, 2014

From: Isaac Meyer

A few comments about the proposed routing/alignment alternatives for BRT (these assume a BRT build option is selected on both Main and McVay, which I strongly support):

#### **How to integrate several BRT lines:**

— The solution that creates the “+” sign shape lines makes the most sense in the end (West Eugene-Franklin-Main and Gateway-McVay). While there will be some short term disturbance, in the end it makes much more sense and will be much more understandable to consumers to create two relatively linear routes. Since the McVay segment at least initially will be mostly LCC riders, it might be wise to have every other weekend and summer trip just do the Gateway segment.

#### **BRT along Main Street/South A between Willamette River and 21st:**

— I like the idea of having the couplet east of 10th Street and two-way on South A west of 10th. This will best serve the Springfield Station and minimize impacts to downtown Main Street while avoiding the need to widen South A by two EmX lanes instead of one in the section without as much vacant land to the south. (A similar alignment that uses 14th instead of 10th should also be studied.) If a two-lane transitway is installed along the south side of South A (an ideal option because it is primarily vacant land, great approach to Springfield Station, and bus lanes not interfering with traffic turning left), this could be an opportunity to improve pedestrian crossings on South A, which would also facilitate redevelopment to the south.

— Reevaluate the possibility of widening the bridges over the Willamette to add bus lanes. While that didn't make sense when Franklin EmX was constructed, now twice as many buses would benefit as both Franklin and McVay EmX would use it. Also this could be an opportunity to add bike lanes and sidewalks to the bridges and eliminate the anticipated expense of a new bike bridge immediately north.

— Avoid running EmX on Main Street between 10th and the Springfield Station. There is not enough room to add a lane and the loss of parking would be devastating. At the same time, the large number of stoplights in the area makes

mixed traffic there an unattractive option for bus operations when South A is so much superior.

**BRT along Main between 21st and Thurston Station:**

— Consider grade separation at R/R crossing at 28th. Otherwise, buses running every 10 minutes delayed 5 minutes by a train is a recipe for bus bunching.

— Exclusive bus lanes along the center of the street (like along Franklin) are preferable for a lot of reasons here, compared to BAT lanes along the curb (like will be along West 11th):

— While the lanes would restrict left turns, impacts to businesses could be easily mitigated by protected (perhaps even signalized) left turn pockets every few blocks that make left turns easier even if they then require a bit of backtracking. This would also reduce accidents.

— Curbside BAT lanes would interfere with the bike lanes already there. Either the lanes would be located to the right of the bike lane like along 11th (which invites conflicts with turning traffic and is in general uncomfortable as a bicyclist) or else buses have to block bike lanes when they stop. The bike lane along Main is uncomfortable enough as is.

— Center exclusive bus lanes can be modified as right of way width permits/requires. For example, two lanes can be narrowed to a single lane in tight areas, requiring less widening while still offering an exclusive bus lane in both directions. Also, lanes could be transitways with a grassy strip in the center like along Franklin, or even a median could be planted between the lanes to improve the urban landscape where ROW is easy to obtain (for example, where there are vacant lots)

— Transit stops in the center of the street require only half the crossing distance and offer opportunities to improve crossings or integrate with the existing safety medians.

— Reduced road widening/ROW required. Assuming 12' lanes, adding BAT lanes requires adding 24' to the road. Eliminating a 12' center turn lane and adding 2x12' lanes requires adding 12' to the ROW. Eliminating a 12' center turn lane and adding a single lane requires 0 ROW. Where the turn lane cannot be eliminated (at intersections or left turn pockets), widening would still be no greater than for BAT lanes. Changing the cross section of the road occasionally along the entire length of the road will also reduce motorist speeds by adding a slight curve to the lanes, helping business access and bikes/pedestrians.

**BRT east of Thurston Station:**

— Consider running the current #11 Thurston loop as frequent transit but alternating directions like the Gateway EmX does along its loop. Serving Thurston Middle, Thurston High, and Lively Park will offer a lot of useful connections. Consider a new park and ride at 69th and Main.

**McVay Hwy in Glenwood:**

— Consider exclusive center lanes for same reasons as along Main, especially given the extra ROW available.

— Improve bicycle and pedestrian facilities and upgrade to urban standards at

same time to prevent unnecessary duplicate expenses later on.

**South of Glenwood:**

— I like the idea of running the EmX to the east of I-5 all the way to 30th Avenue to avoid traffic congestion that usually seems worse to the west and to facilitate development along Seavey Loop.

— Consider relocating the LCC station to the east side of campus to better suit the new EmX line. It's also reasonable to have the EmX stop at a different LCC stop than the other buses because the station is primarily for LCC students, not to make transfers.

Thanks!

**Project Team Response:**

Thursday, Aug 28, 2014

Hello Isaac,

We received your emailed comments for the Main-McVay Transit Study and appreciate the thought you put into them. We will consider them in the evaluation and refinement of alternatives which is coming up soon in the Project.

Thanks again and have a great weekend!

Best,  
David

**Email correspondence sent to Project Team:**

As of 9/23/14: none received

**Main Street Interested Parties List Updates:**

Next update week of October 6, 2014

**Community Outreach:**

Presentation by David Reesor to Lane County Area Commission on Transportation (Lane ACT) on 9/10/14