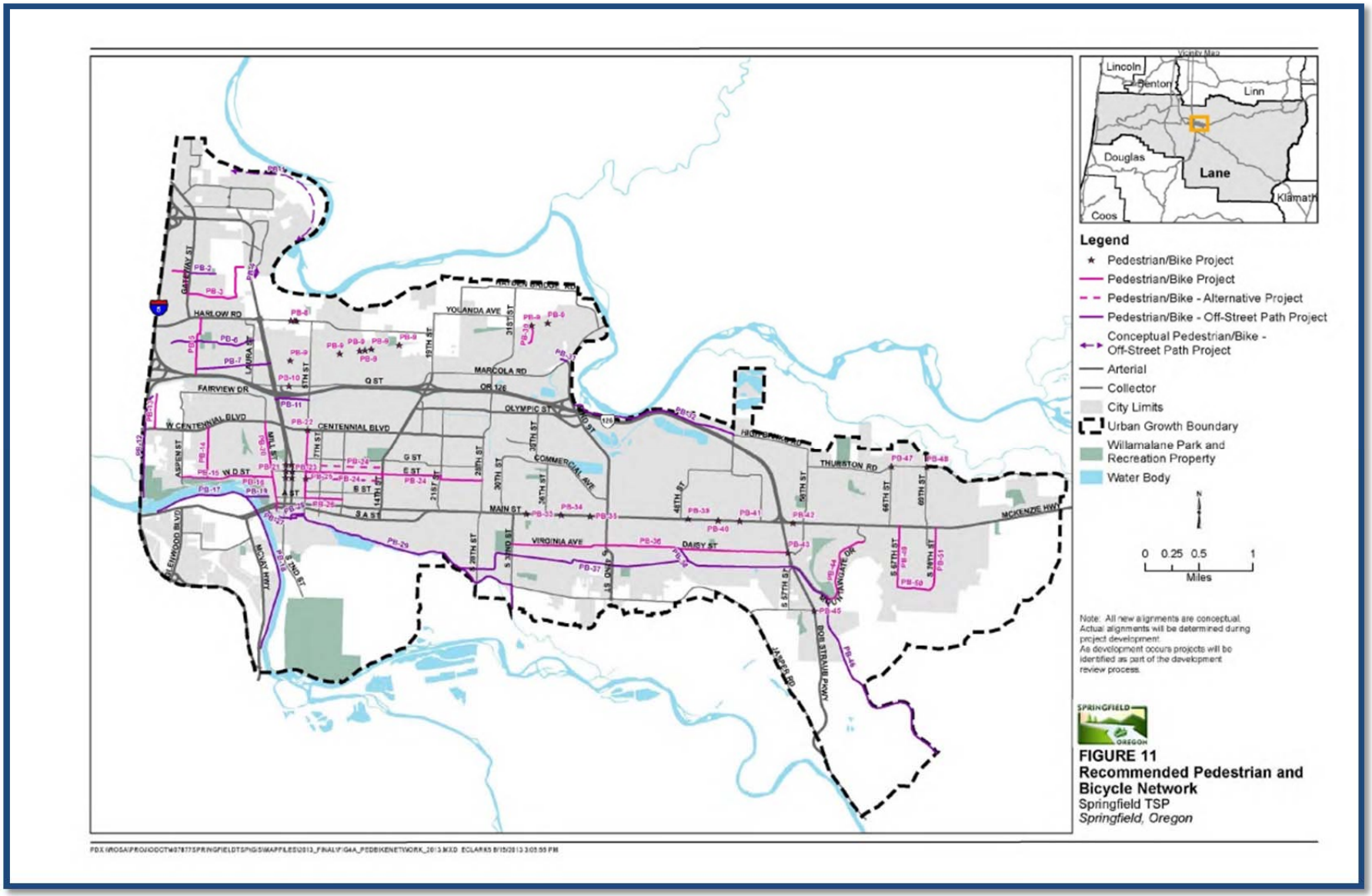
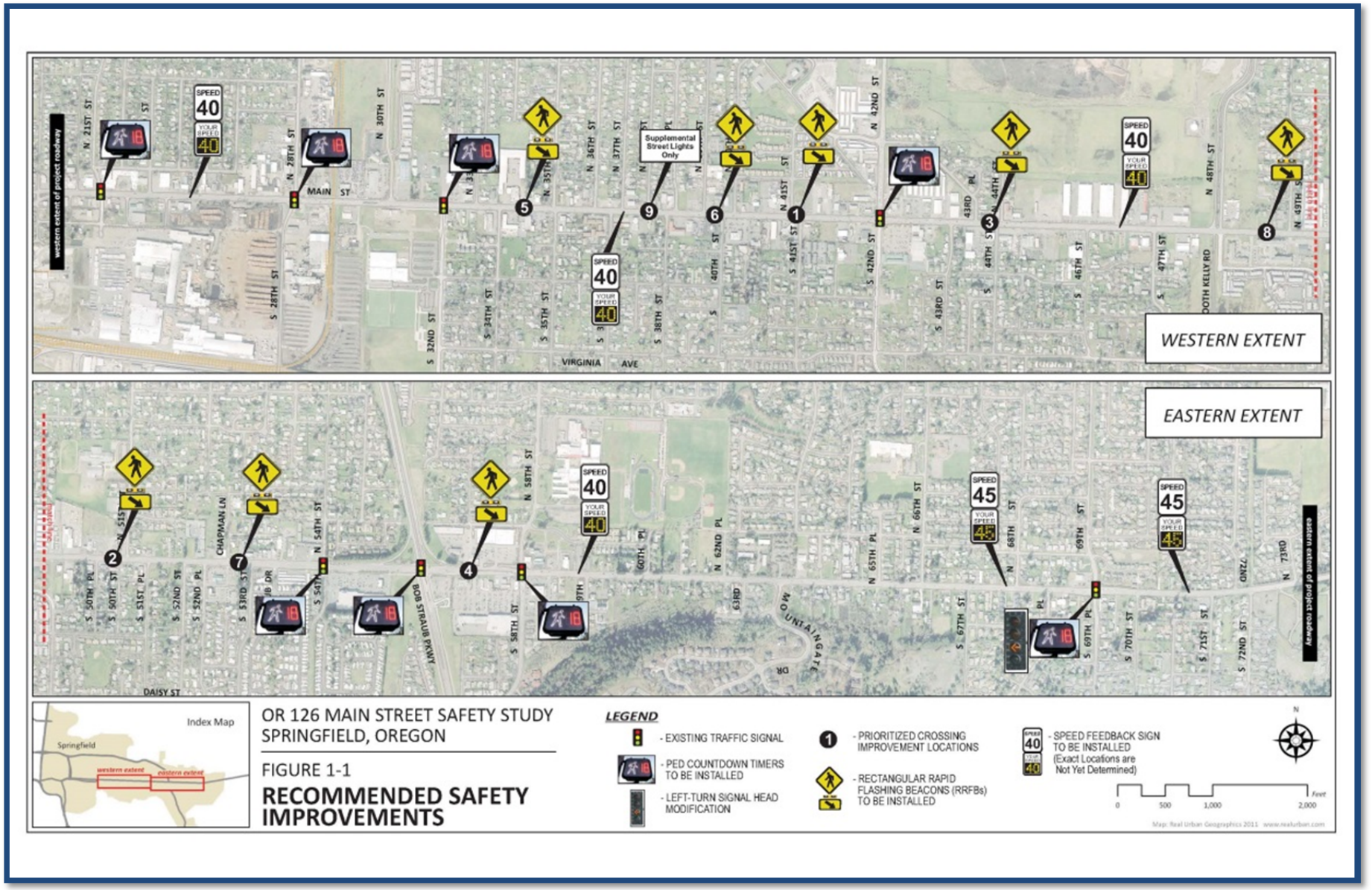
Figure 4.14-7. Recommended Pedestrian and Bicycle Network, Springfield Transportation System Plan



Source: Transportation System Plan, City of Springfield– Figure 11. 2013.

Figure 4.14-8. Recommended Safety Improvements, OR 126 Main Street Safety Study



Source: DKS Associates, OR 126 Main Street Safety Study, Figure 1-1. 2010.

4.14.5.3 Existing Bicycle Facilities

Main Street / South A Street

- Bike lanes on both sides of Main Street from east end of couplet (S. 20th Street) to OR 126
- Shared use path on Main Street (westbound couplet) from South 20th Street (east end of couplet) to South 10th Street
- Shared use path on South A Street (eastbound couplet) from Franklin Boulevard / McVay Highway to South 20th Street (east end of couplet)
- No bike lanes on Main Street west of South 10th Street

McVay Highway

- No bike lanes south of Main Street/Franklin Boulevard to E. 30th Avenue. Some areas have shoulders, but width varies

4.14.5.4 Bicycle Related Identified Improvements:

Except for Main Street, west of South 10th Street, bicycle facilities are generally good on the Main Street corridor. Adequate bicycle facilities are generally lacking on the McVay Highway Segment. The Springfield TSP includes one bicycle related project parallel to the McVay Highway Segment, as shown previously in Table 4.14-6Source: Transportation System Plan, City of Springfield– Figure 11. 2013..

4.14.6 Transit Ridership Patterns and Demand

4.14.6.1 Existing Transit Services

The Main–McVay Corridor is currently served by three bus routes, Route #11 Thurston, Route #85 LCC/Springfield, and Route #91 McKenzie Bridge. The routes and transit stations are described in Tables 4.14-7 through 4.14-9:

Table 4.14-7. Existing Transit Service on Main Street Corridor

Route	Route Description	Weekday Headways	Weekend Headways	Daily Boardings
11 – Thurston	Main Street between Springfield Station and Thurston Area	15 minute – typical 10 minute – peak periods 30 minute – before 6 am and after 9 pm	15 minute 30 minute – before 7 am and after 8:30 pm	Inbound – 1,214 Outbound – 2,228
91 – McKenzie Bridge	Serves areas east of Springfield. Limited trips and stops on Main Street. Stops at Thurston Station and Eugene Station, with two trips per weekday to the Springfield Station.	Two trips in the AM Two trips in the PM	One trip in the AM One trip in the PM	Unknown

Source: Rider's Guide, Lane Transit District Website (ltd.org). June, 2014.

Table 4.14-8. Existing Transit Service on McVay Highway Corridor

Route or Station	Route Description	Weekday Headways	Weekend Headways	Daily Boardings
85 – LCC/Springfield	McVay Highway between Springfield Station and Lane Community College	30 minute – typical Extra service provided by LCC first four weeks of fall and winter terms	None	Inbound – 395 Outbound – 416

Source: Rider's Guide, Lane Transit District Website (ltd.org). June, 2014.

Table 4.14-9. Transit Stations

Station	Routes Served	Weekday Headways	Weekend Headways
Thurston Station	11	See Table 4.14-7	See Table 4.14-7
	91	See Table 4.14-7	See Table 4.14-7
Springfield Station	11	See Table 4.14-7	See Table 4.14-7
	85	See Table 4.14-8	See Table 4.14-8
	91	See Table 4.14-7	No service
	EmX	10 minute	15 minute
	17	30 minute	1 hour
	18	30 minute	1 hour
	19	2 hour	No service

Source: Rider's Guide, Lane Transit District Website (ltd.org). June, 2014.

- The Route #11 Thurston is a 13.2 mile (round trip) route that travels between the Springfield Station and the Thurston area along Main Street at approximately 15 minute headways most of the day with shorter (10 minute) headways during peak afternoon periods and longer headways (up to 30 minutes) very early (before 6 a.m.) and late (after 9 p.m.) in the day. This route has the second highest ridership in the LTD system behind the EmX line.
- Route #91 serves Highway 126 between Eugene Station and McKenzie River Ranger Station. It has limited trips and, with the exception of one inbound weekday morning trip and one outbound weekday afternoon trip to the Springfield Station, its only stop on Main Street is at Thurston Station.
- Route #85 travels between Springfield Station and Lane Community College Station at approximately 30 minute headways weekdays, with Lane Community College providing extra service (five additional buses in the morning and five additional buses in the afternoon) during the first four weeks of LCC's fall and winter term to help alleviate capacity issues.
- All three routes stop at the Springfield Station, providing access to the following routes throughout the Eugene/Springfield area:
    - EmX frequent service route
    - 17 – 5th Street/Hayden Bridge
    - 18 – Mohawk
    - 19 – Fairview

The number of boardings per stop and percent of late arrivals for Routes #11 and #85 are summarized in Tables 4.14-10 and 4.14-11, and in Figure 4.14-9. The stops that had over 100 boardings are specifically identified.

Table 4.14-10. Daily Boardings and Late Arrivals for Existing Bus Routes

Route	Daily Boardings		Late Arrivals (> 4 minutes late)				
	Inbound (WB/NB)	Outbound (EB/SB)	AM Peak	Midday	PM Peak	Evening	Daily
LTD System Average			6.7%	6.0%	9.5%	5.6%	6.9%
11 – Thurston	1,214	2,228	7.4%	8.7%	7.2%	4.3%	7.5%
85 – LCC/Springfield	395	416	1.3%	1.3%	1.6%	0.6%	1.2%

Yellow – overall system average
Red – worse than overall system average
Green – better than overall system average

Source: Lane Transit District. June 2014.

Table 4.14-11. Stops with Average Daily Boardings more or less than 100

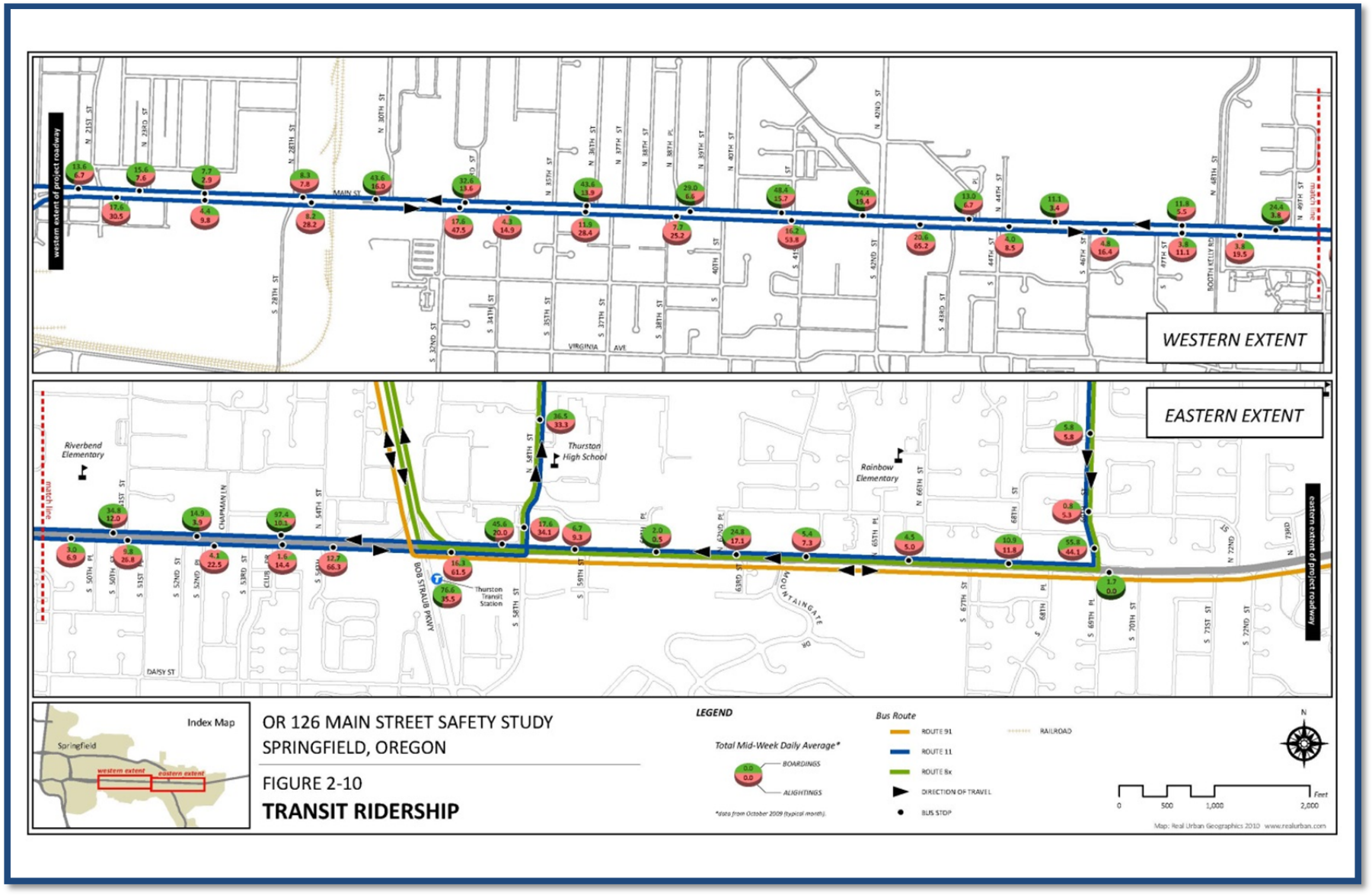
Route	Number of Stops with 1-100 daily boardings	Number of stops with > 100 daily boardings	Stops with > 100 daily boardings
11 – Inbound	20	4	30th, 42nd, 54th, Thurston Station
11 – Outbound	40	3	58th, Springfield Station, 69th
85 – Inbound	9	1	LCC Station
85 - Outbound	9	1	Springfield Station

Source: Lane Transit District Automated Passenger Counter Data, 2014.

Lane Transit District has compiled route runtime data since 2007. This data is summarized in Figure 4.14-10 for Route #11. This data indicates that runtime on Route #11 has increased for all time periods except for the late evening over the past several years.

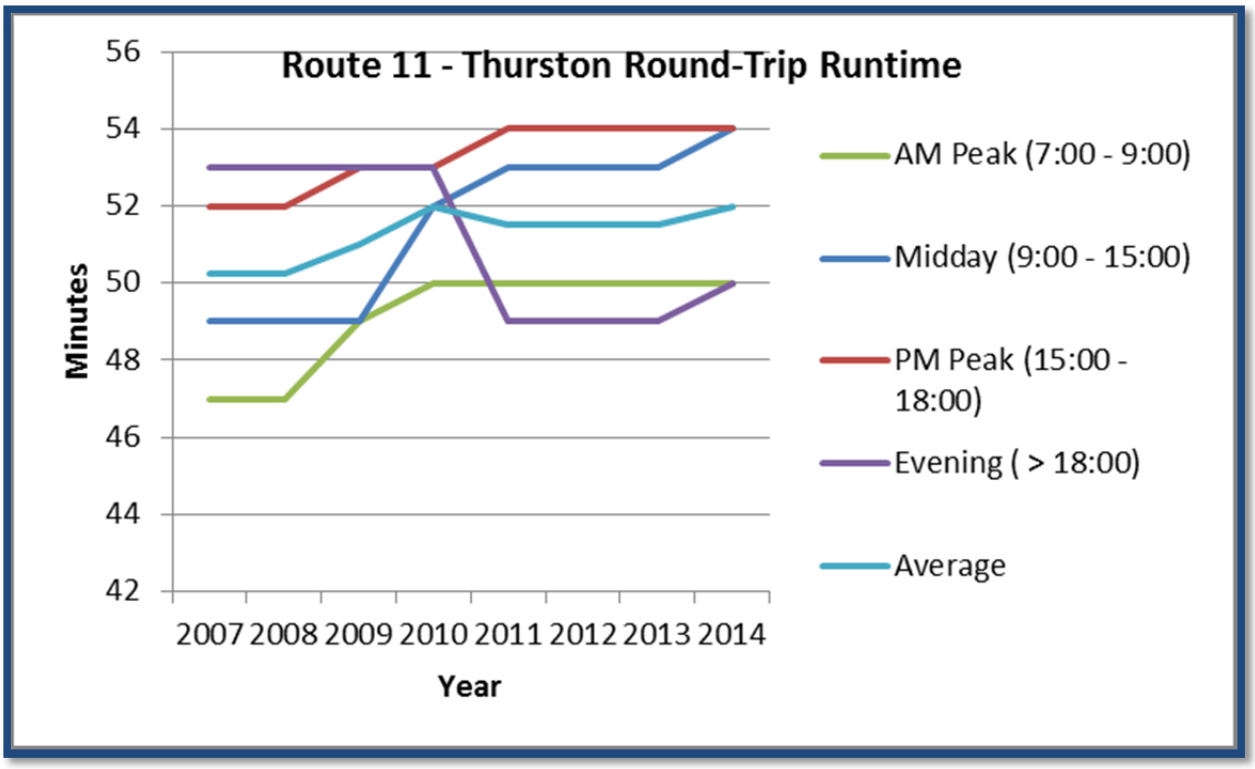
LTD also tracks passenger overloads on routes. During the past year, the #11 Thurston route has left approximately 75 people behind at bus stops because the bus was too full to accommodate additional passengers. The majority of these overloads occurred at the Springfield Station, but some also occurred along Main Street stops.

Figure 4.14-9. Transit Ridership on Main Street



Source: DKS Associates, OR 126 Main Street Safety Study, Figure 2-10. 2010.

Figure 4.14-10. Route #11 Runtime Summary



Source: DKS Associates, OR 126 Main Street Safety Study – Figure 2-10 – Transit Ridership. 2010.

4.14.6.2 Thurston Station Park and Ride Use

Lane Transit District conducted a weekday survey of Thurston Station Park and Ride use. They found that the lot is 10-15 percent occupied, on average. There are a total of 45 parking stalls at the Park and Ride.

4.14.7 Service Screening Evaluation

A Main-McVay Transit Study Service Screening Evaluation, included as Appendix D, was prepared to evaluate various route structures and service options and recommend service concepts for enhanced bus and BRT service along the corridor to be carried forward through the Main-McVay Transit Study. The document is limited to evaluation of the general route structure and conceptual service design and does not address details of the potential service, such as station locations, lane configurations, service frequency and span of service. The service evaluation recommended the following options:

4.14.7.1 Enhanced Bus Options

1. **Enhanced Bus on Main Street Segment**: This option would provide enhanced bus service along the Main Street segment that replaces most of the existing #11 Thurston service. The enhanced bus service would extend as far east as the Thurston Station, with neighborhood connecting routes serving the Thurston loop (north and east of the Thurston Station) and, potentially, other neighborhoods in east Springfield.

2. **Enhanced Bus Service on McVay Highway Segment**: This option would add enhanced bus service as a replacement for the existing #85 Springfield/LCC. The enhanced bus would operate on a similar route as the existing #85 service, but would offer enhancements and reduced travel time.

3. **Limited Stop Service on Main Street Segment:** This option would add express (limited stop) service on the Main Street segment that operates in combination with continued service by the #11 Thurston (at a reduced frequency). The express service would operate at peak travel times and would serve major stops. The remaining local service could operate less frequently since the express service would handle some of the ridership demand.

4.14.7.2 BRT Options

1. **EmX Franklin-Gateway (existing) and Main-McVay Corridors**: EmX service connecting the Franklin and Gateway segments would remain as is, and a new EmX route connecting the Main Street and McVay Highway segments would be implemented.

2. **EmX East-West and North-South Corridors**: EmX service on the Main Street segment would be interlined (connected) with the Franklin EmX, creating a long east-west EmX corridor from west Eugene to east Springfield. The Gateway EmX would be interlined with the McVay Highway segment, creating a north-south EmX corridor.

3. **EmX on Main Street Segment and McVay Highway Segment as Independent Corridors**: This option would add EmX service on the Main Street and McVay Highway segments as independent EmX routes. EmX service connecting the Franklin and Gateway EmX routes would remain as is.

4. **EmX East-West Corridor and Independent Gateway and McVay Highway Corridors**: This option would connect EmX service on the Main Street segment with the Franklin EmX. The Gateway EmX and McVay Highway segment would operate as independent (not connected) EmX segments.

4.14.8 Transit Related Identified Improvements

The Springfield TSP identifies two frequent transit network projects, which are shown in Figures 4.14-11 and 4.11-12 and in Table 4.14-12. The OR 126 Main Street Safety Study developed a “Conceptual Transit Stop Relocation Plan” (Figure 4.14-13).

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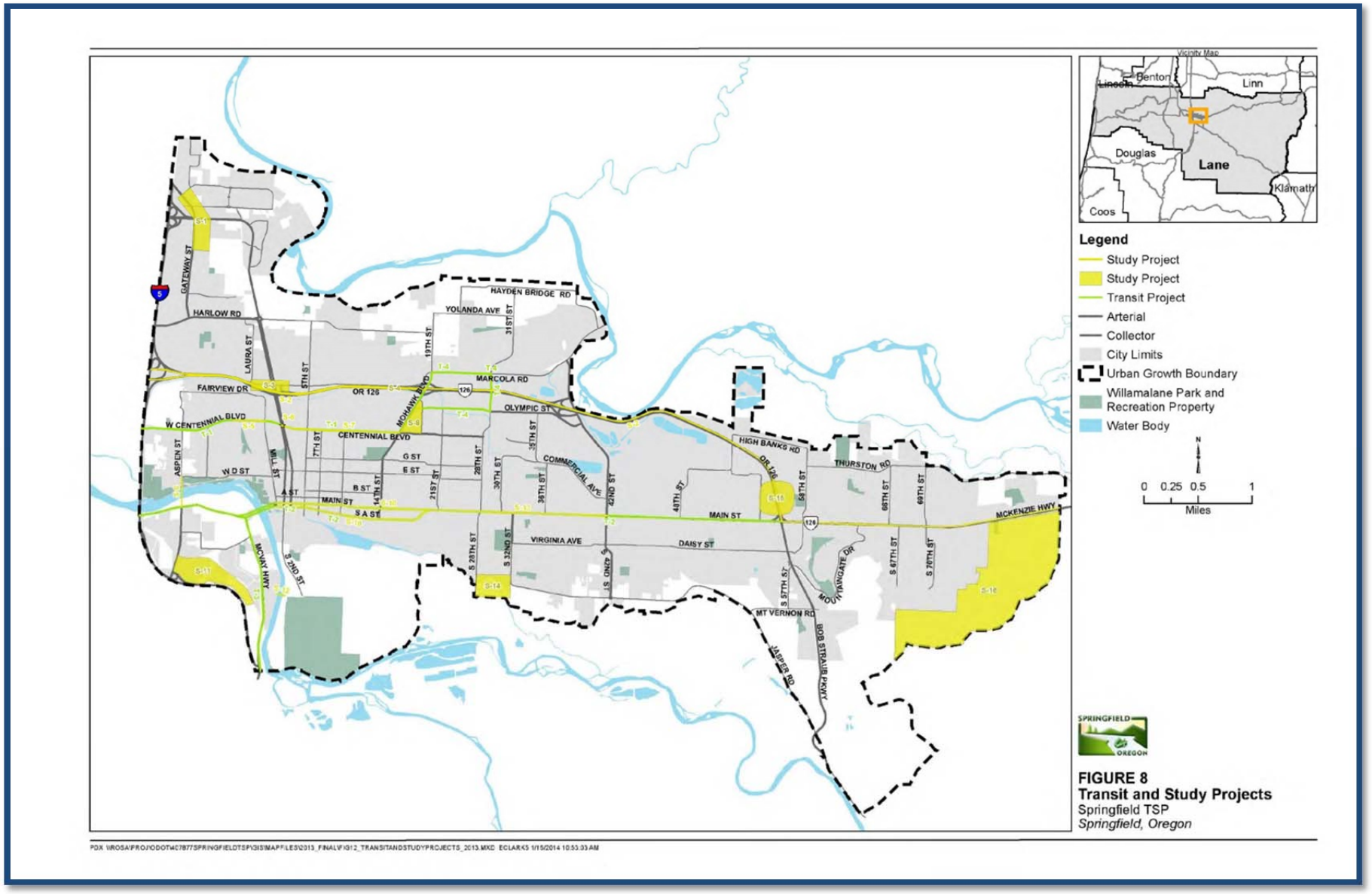
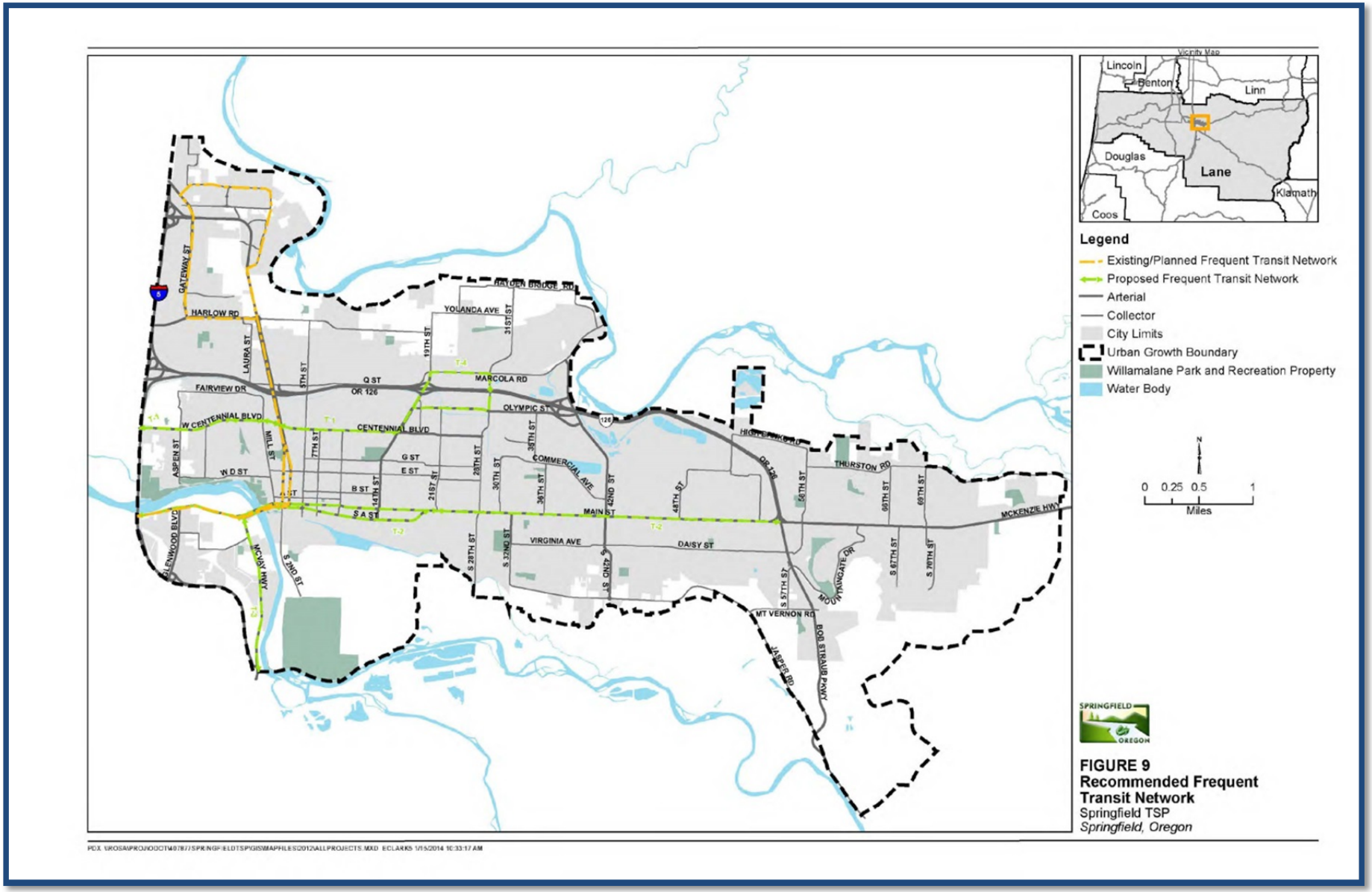
Figure 4.14-11. Transit and Study Projects, Springfield Transportation System Plan



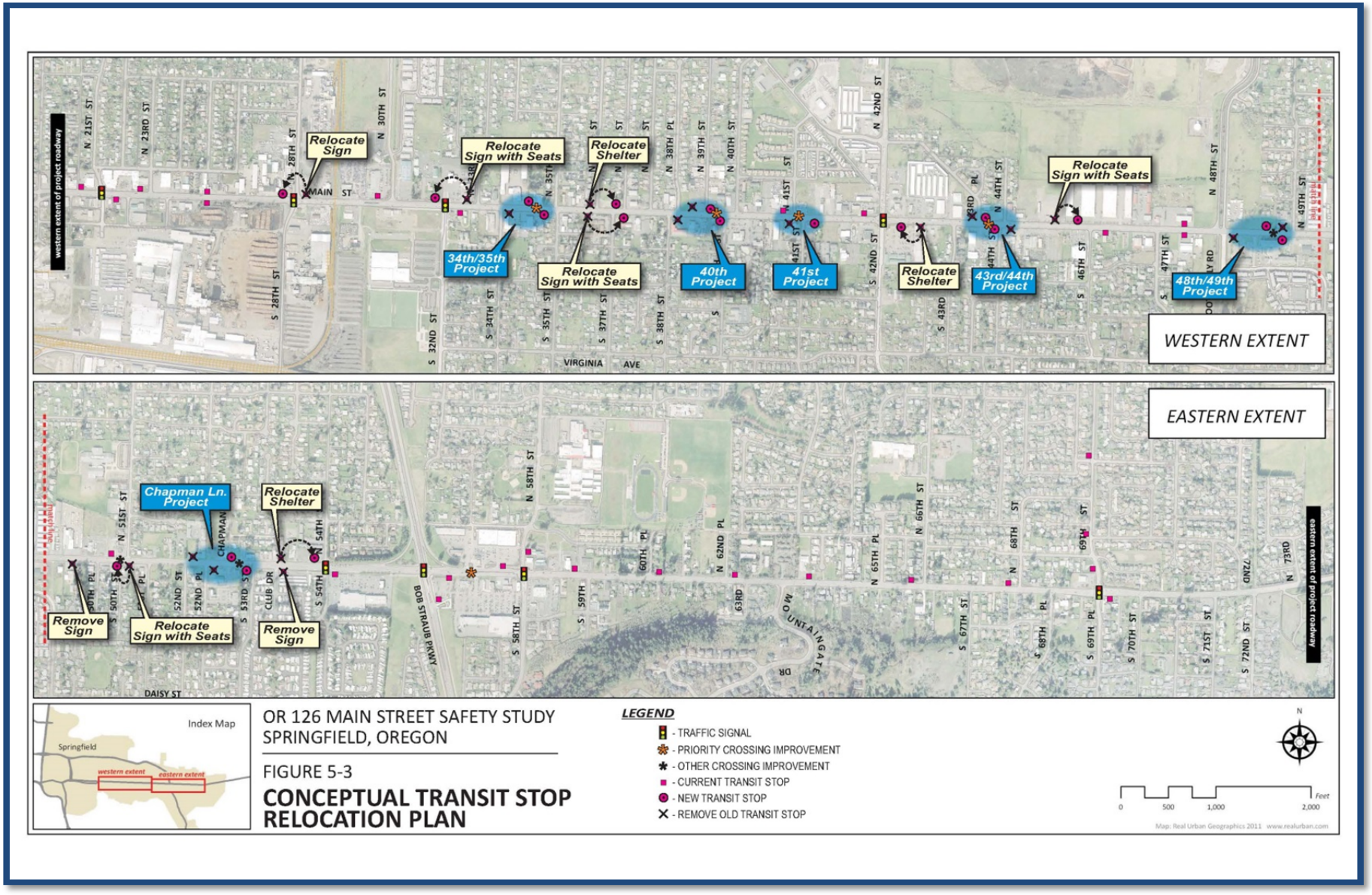
Source: Transportation System Plan, City of Springfield– Figure 8. 2013.

Figure 4.14-12. Recommended Frequent Transit Network, Springfield Transportation System Plan



Source: Transportation System Plan, City of Springfield– Figure 9. 2013.

Figure 4.14-13. Conceptual Transit Stop Relocation Plan, OR 126 Main Street Safety Study



Source: DKS Associates, OR 126 Main Street Safety Study, Figure S-3. 2010.

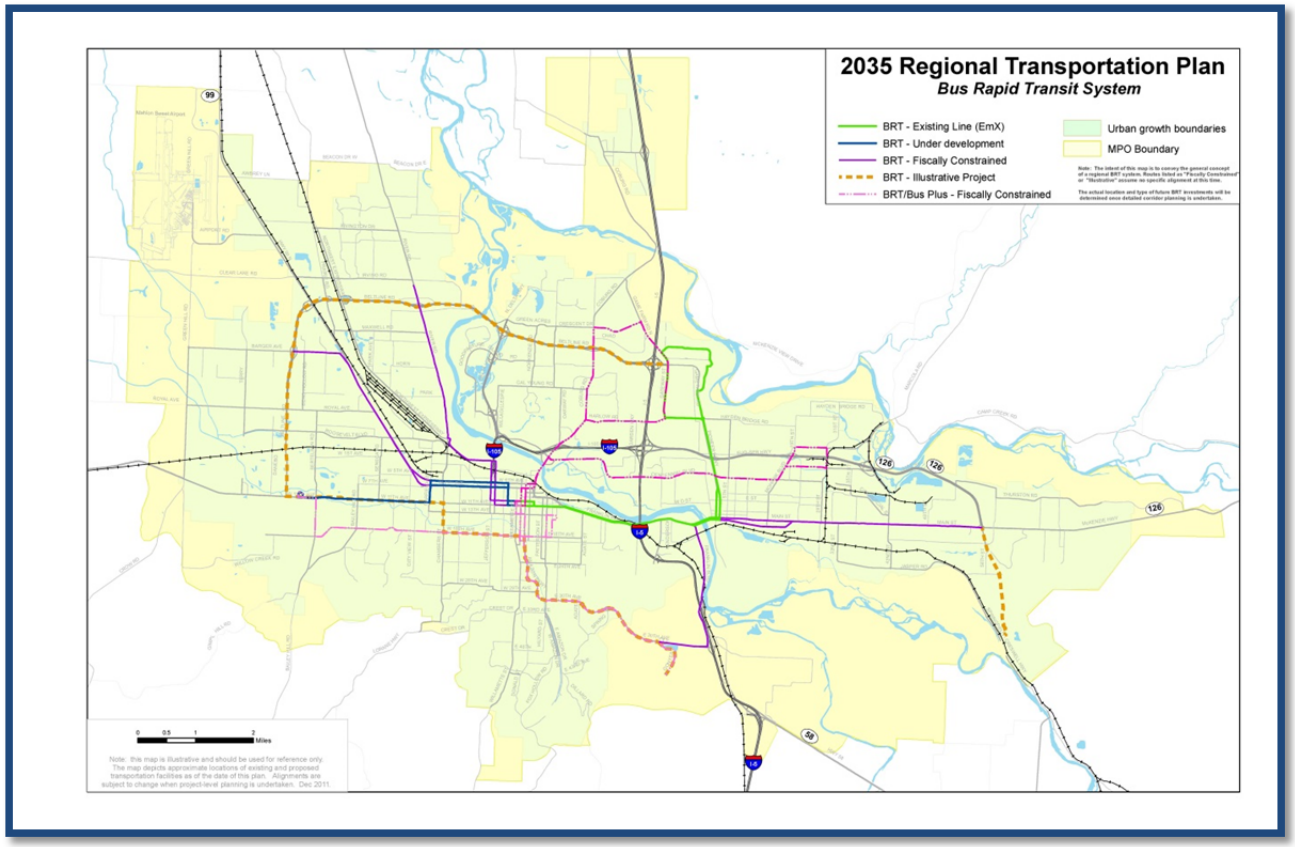
Table 4.14-4. Springfield TSP – Frequent Transit Network Projects

Project Number	Frequent Transit Network Project
T-2	Transit on Franklin Boulevard/Main Street/South A Street to OR 126/Main Street (east-west)
T-3	Transit on Franklin Boulevard and McVay Highway to 30th Avenue (north-south)

Source: Transportation System Plan, City of Springfield. 2013.

The Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP), December 2011, includes the Main-McVay Corridor as a fiscally constrained BRT System Plan in its 2035 Regional Transportation Plan (Figure 4.14-14).

Figure 4.14-14. Bus Rapid Transit System, 2035 Regional Transportation Plan



Source: Lane Council of Governments, 2035 Regional Transportation Plan. 2011.

4.14.9 Opportunities and Constraints

A transit corridor project has the opportunity to increase overall mobility by increasing transit ridership and reducing traffic congestion.

Potential constraints to the Main-McVay Transit Study are related to transit options that would reduce motor vehicle capacity on the corridor and degrade motor vehicle operations.

4.14.10 Conclusions

The Main-McVay Study Corridor is likely to experience significant traffic volume growth in the future, which will result in higher vehicle delays and congestion at key intersections. Transit performance and reliability along the corridor will likely degrade with traffic volume growth. The transit options developed as part of this study should be designed to improve conditions for all travel modes.

4.15 Utilities

This section provides information about the utility and service providers within the Main-McVay Study Area. Utility providers often use public right-of-way to provide their services to residences and businesses; any transit improvements that require construction within the street will likely require coordination with one or more utility providers.

4.15.1 Existing Conditions

Utility providers in the Study Area have their physical infrastructure running above or below ground, often in city or state owned public rights-of-way. The utility providers serve businesses and residences adjacent to Main Street and McVay highway. Utility providers within the Study Area include:

- Springfield Utility Board (SUB). SUB provides electric and water services to over 31,180 customers. SUB maintains 215 miles of overhead and 121 miles of underground electrical lines and 245 miles of water pipe (SUB, 2014).
- Metropolitan Wastewater Management Commission (MWMC): Administered through the city of Springfield and billed through SUB, the MWMC constructed and operates the regional wastewater facilities for the Eugene-Springfield area.
- NW Natural: NW Natural provides local natural gas distribution system for space and water heating in residences and businesses.
- Private Providers (Comcast, Quest, etc.) Private utility providers serve residences and businesses in the Study Area. Some of these providers have their infrastructure underground, while others are above ground.

Both Main Street and McVay Highway have overhead wires on one or both sides of the street for the entire length of the corridor. A main water line is located on the north side of Main Street running east-west, with services to customers on the south side of Main Street running underneath the street.

4.15.2 Future Conditions

This project assumes no change to the utility providers within the horizon of this planning study. It is likely that these utility providers will continue to expand their service area as new residential and business development occurs in the Study Area. As electrical power technology advances there may be new emerging opportunities to provide services throughout the Study Area. However, it is impossible to know what those technological advances may entail.

4.15.3 Opportunities and Constraints

An opportunity may exist to relocate above ground utilities underground as part of the project, though that would take a significant investment.

Existing utilities provide a constraint since relocation of utilities can be complex and expensive. Above ground utilities would need to be relocated if right of way is expanded. Underground utilities may need to be relocated to avoid conflicts with stations or other facilities.

4.15.4 Conclusions

It is important to understand potential utility impacts as part of the evaluation of transit options. Early coordination with utilities is recommended as the study and a potential transit project moves forward.

4.16 Visual and Aesthetic Resources

Visual and aesthetic resources are an important consideration. city of Springfield efforts, including the Main Street Vision Plan and the Glenwood Refinement Plan provide guidance on desired changes to the visual characteristics of the Main-McVay Corridor.

4.16.1 Existing Conditions

The visual environment of the Main-McVay Corridor varies significantly along the length of the corridor. This section divides the corridor into segments that are differentiated by their visual and aesthetic qualities. Some photos of the corridor are included in this section. Additional photos are included in Appendix E.

Main Street – 58th **Street to 69**th **Street**: This portion of Main Street has flat and level terrain and is characterized by primarily low-density residential with some apartment buildings and a few vacant lots (Figures 4.16-1 through 4.16-3). Deciduous and evergreen street trees are planted behind a curbside sidewalk along much of this corridor segment. Overhead utilities are located along the south side of the street. Buildings are generally one story and a mixture of styles and materials. The most significant natural feature visible from this part of the corridor is the hill south of Main Street which houses the Mountaingate development. Also visible from some parts of this segment is the Willamette National Forest to the east.