



225 Fifth Street
Springfield, Oregon 97477



P.O. Box 7070
Springfield, Oregon 97475

May 10, 2016

Dear Business Owner:

We are reaching out to you to let you know that the City of Springfield and Lane Transit District would like to hear your thoughts on the potential transportation solutions for the Main-McVay Corridor that are currently being considered to address growing concerns about safety, congestion, and quality of life. As an owner of a business adjacent to a design option, your input is critical to both the analysis and to the ultimate design of the project as your property may be affected by one or more of the potential options being considered, including No-Change, Enhanced Corridor, and EmX.

Please contact us if you would like to schedule a meeting to discuss the details of the design options under consideration, provide feedback, and receive answers to questions you might have. We are interested in scheduling a face-to-face meeting with you in May. If you are unavailable to meet face-to-face, we welcome the opportunity to talk with you over the telephone.

To schedule a meeting, please contact Kelly Perron at 541-682-6106 or via e-mail kelly.perron@ltd.org.

Included in this letter you will find a summary about the Main-McVay Transit Study with a list of key project dates. Additionally, included with this letter is a map that shows your business adjacent to the Main-McVay Corridor that is part of the study area, a table that lists the options being considered and a cross-section of each option with a rendering showing how it would look if implemented.

If you have questions or comments before scheduling a time to meet, you can contact either project manager at the City of Springfield or LTD. We look forward to hearing from you.

Sincerely,

Emma Newman
Springfield Project Manager
enewman@springfield-or.gov,
541-726-4585

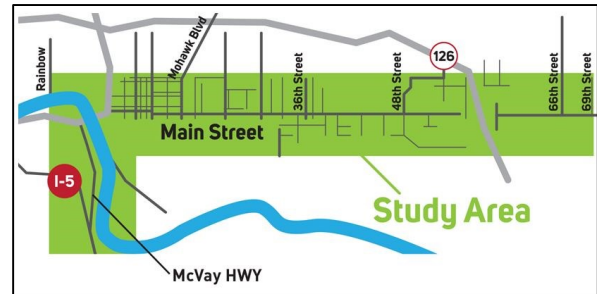
Sasha Luftig
LTD Project Manager
sasha.luftig@ltd.org,
541-682-6135

For more information about the Main-McVay Transit Study, larger versions of the graphics, and information regarding the other portions of the corridor, please visit <http://ourmainstreetspringfield.org/main-mcvay-transit-improvement-study/>.



Main-McVay Transit Study Summary

The purpose of the Main-McVay Transit Study is to identify and evaluate the most appropriate and promising transportation solutions for the Main Street - McVay Highway Corridor to address growing concerns about safety, congestion, and quality of life. The Study includes Main Street from Thurston to Glenwood and McVay Highway to Lane Community College.



The safety and transportation improvements being considered as part of this Study have been coordinated with other Main Street projects. Further, the Study supports the goals and objectives of the Main Street Vision process and are consistent with the community's vision for the seven-mile Main Street Corridor. These improvements are aimed at improving safety, leveraging Springfield's local economy, fostering long-term quality of life for the community, and balancing mobility for people driving, walking, biking, and taking transit.



The Study began in April 2013. In Phase 1, residents, business and property owners, education representatives, community organizations, agency staff, and elected and appointed officials met to learn and understand the growing concerns about safety, congestion, and quality of life that could be addressed by transportation improvements. Further, Phase 1 considered technical analyses, reviewed a range of promising transit options and identified the most promising transit options. In Spring 2015, Springfield City Council and the LTD Board of Directors recommended a variety of most promising transit options for more design development, analysis, and community review to identify a locally preferred solution. EmX options will be compared to a No-Change option along Main Street. The Enhanced Corridor option will be compared to a No-Change option along McVay. Safety improvements for pedestrians and bicyclists are also being considered. The Study now moves forward with Phase 2 to evaluate the most promising transportation options.

Phase 2 is focused on design elements including safety improvements, types of service, lane configuration and street designs, impacts to properties, and transit benefits that will inform the decision-making process and determine the community's choice for a locally preferred solution. Over the course of Phase 2, the project design team will work directly with business and property owners to address the needs of the site and/or reduce potential impacts as practical along the Corridor.

Key Project Dates:

- May 16, 2016 – City Council Work Session; update regarding work completed to date.
- May 18, 2016 – LTD Board meeting; update regarding work completed to date.
- May 2016 – Governance Team meeting; if needed based on City Council and LTD Board meetings.
- Summer 2016 – Governance Team meeting; present technical analysis and public feedback with recommendation of a preliminary locally preferred solution.
- Fall 2016 – City Council meeting; public hearing.
- Fall 2016 – City Council meeting; decision on locally preferred solution.

For more information, specific meeting times/dates, to provide feedback, and to sign up for e-mail updates, please visit www.ourmainstreetspringfield.org

Options Being Considered

Transit Solution Options

	Main Street Segment	McVay Highway Segment
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The option to continue existing bus service, called the **No-Change** option, will be carried forward to compare all options to a future scenario without making any major changes in existing transit service. Under this option, there is no change to existing service connections, lane configurations, routing, termini, or station locations.

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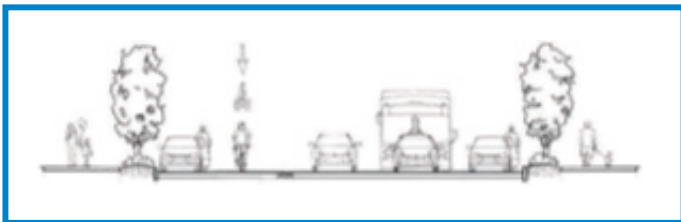
Enhanced Corridor options typically include features to improve reliability, reduce transit travel times, and increase passenger comfort. These features include queue jumps, which are lanes for buses that allow the bus to “jump” ahead of other traffic at intersections using a separate signal phase. Enhanced Corridors include frequent service, and stop amenities like shelters. Buses generally share lanes with other vehicles.

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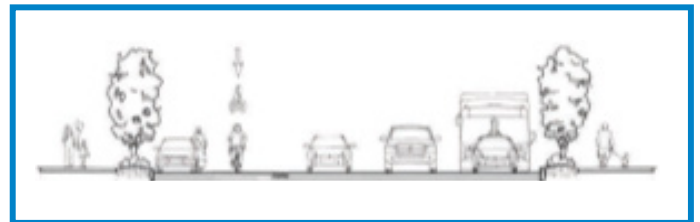
Bus Rapid Transit (BRT) options under consideration include extension of LTD’s EmX system from Springfield Station to Thurston Station (Main Street). A range of different street configuration options are being considered that include shared bus and automobile travel lanes as well as transit-only, dedicated transit lanes.

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Main Street and South A Street Alignment and Configurations Under Consideration – Springfield Station to 21st Street Existing width of Main Street (between 14th and 21st street) and South A Street is 60 feet



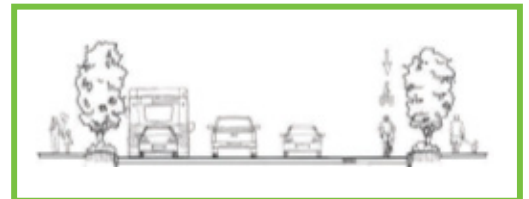
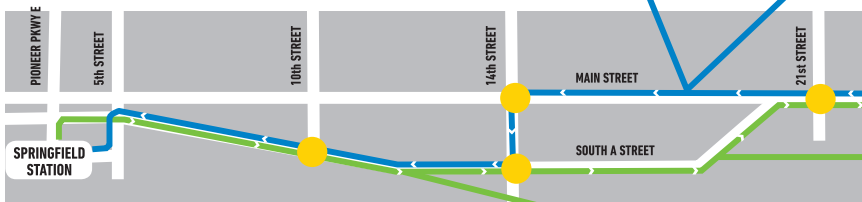
OR



EmX Mixed Traffic, 77 feet

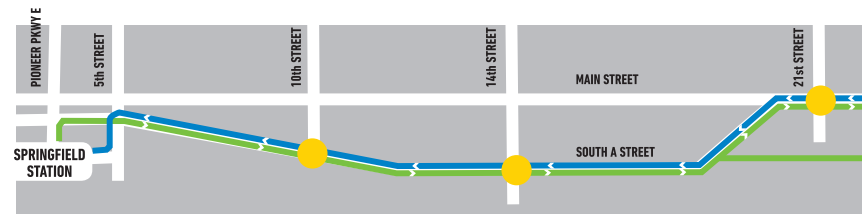
EmX Business Access and Transit Lane, Parking Removed Southside, 80 feet

Main Street 14th Crossover Alignment



EmX Business Access and Transit Lane, 67 feet

South A Street Two-Way Alignment



Transit-Only EmX Contraflow Lane, 67 feet

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