

September 24, 2015

## Level 1 Screening Evaluation Summary

This memorandum summarizes the results of the MovingAhead Level 1 screening evaluation. The Level 1 screening process evaluated six transportation corridors in Eugene for potential transit, bicycle, pedestrian, and mobility device user improvements. The project team looked at EmX and Enhanced Corridor options, as well as bicycle and pedestrian improvements, in the six corridors. The team evaluated each corridor based on a number of criteria, including public support, cost effectiveness, and potential to increase ridership in the corridor.

### Study process

In early 2015, the project team conducted a fatal-flaw screening to identify which of 10 corridors should move forward to the Level 1 screening evaluation. The fatal flaw screening was conducted with local, regional, and state agency staff who evaluated and ranked the corridors based on MovingAhead's purpose and need, goals, and objectives (PNGO). The project team then evaluated the seven corridors that advanced from the fatal flaw screening in the Level 1 screening evaluation. The Randy Papé Beltline Highway Corridor was initially advanced, but later was set aside and will only be considered for east-west connecting bus service separate from MovingAhead. The project team also considered options for the Martin Luther King, Jr. Boulevard Corridor that would continue on Centennial Boulevard to serve Springfield. As the City of Springfield does not have the resources available to consider transit enhancements on Centennial Boulevard at this time, MovingAhead will only consider options within the City of Eugene.

Corridors and transit concepts advanced from Level 1 will be evaluated and refined further during the Level 2 alternatives analysis.

### Corridors and transit options evaluated

Figure 1 shows the corridors considered during the Level 1 screening evaluation. The project team evaluated three transit concepts for all corridors: a "No-Build option," "EmX option," and "Enhanced Corridor option." Community support (as determined through public outreach in spring 2015) was low for EmX on the Valley River Center Corridor; as a result, only Enhanced Corridor and No-Build options were evaluated for this corridor. Highway 99, River Road, and Martin Luther King, Jr. Boulevard Corridors each had two EmX options that were considered.

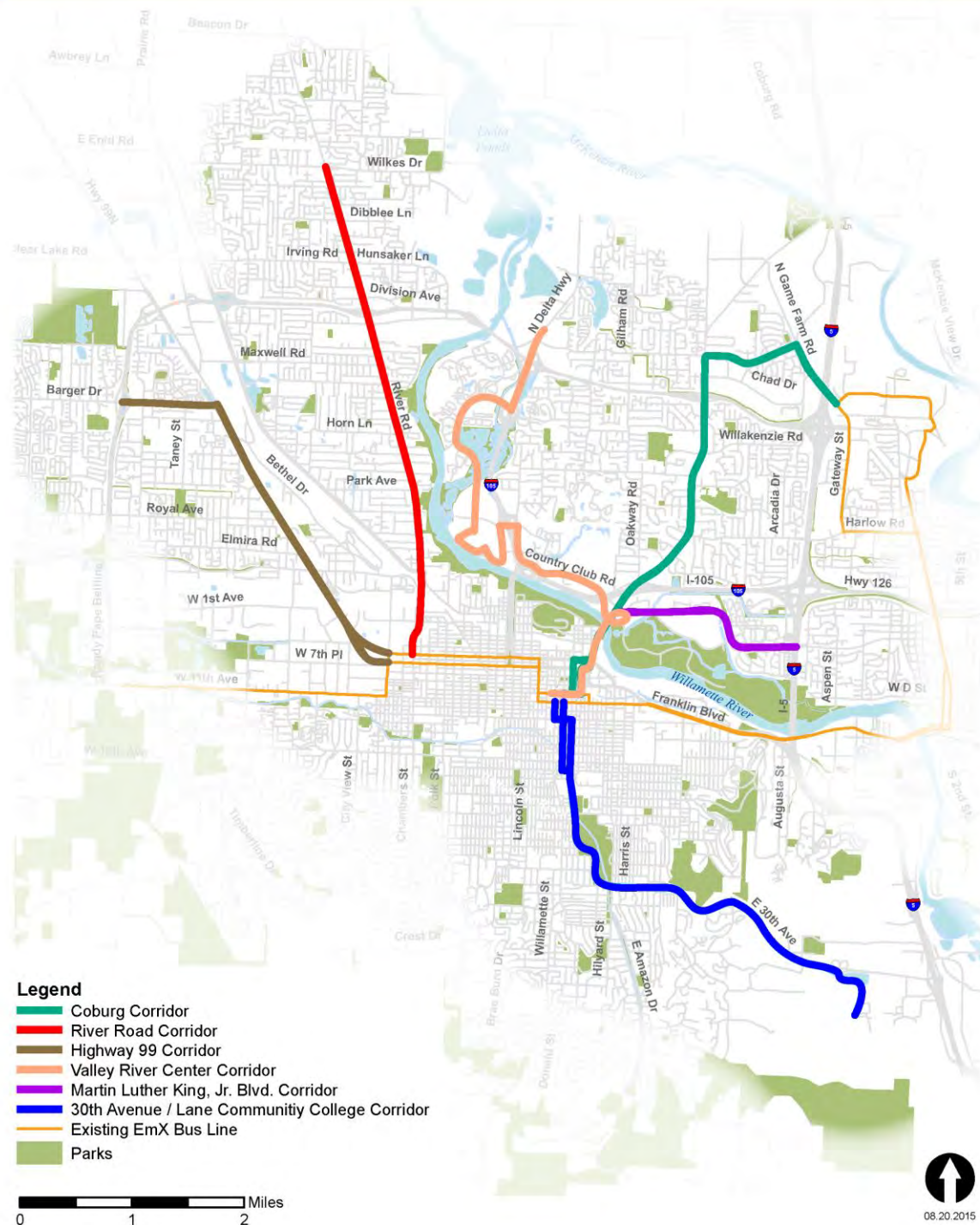
**No-Build options** provide a basis for comparing EmX and Enhanced Corridor options. No-Build options assume that transit service in each corridor would be the same in the future.

**Enhanced Corridor options** include features like intersection queue jumps that allow buses to bypass traffic at congested intersections. Enhanced Corridor options also include frequent bus service like EmX as well as improved amenities like shelters. In general, buses still operate in lanes shared with other cars and trucks.

**EmX options** vary depending on the corridor, and include features like exclusive lanes for buses, lanes shared by transit vehicles and turning cars, and intersection queue jumps. All EmX options include branded buses, shelters, and real-time travel information. EmX designs will include a variety of transit treatments such as separate transit lanes, business access and transit (BAT) lanes, and shared lanes.

All corridor options included improvements for cyclists, pedestrians, and mobility device users.

## Level 1 Corridors



## Screening results

Figure 2 below shows the results of the screening evaluation. EmX options are likely to have the greatest potential to improve transit travel times in the River Road and Coburg Road Corridors due to existing or projected traffic congestion. EmX options would likely result in large increases in bus ridership in the Highway 99, River Road, Coburg Road, and 30<sup>th</sup>/LCC Corridors. With the Enhanced Corridor option, ridership in the Martin Luther King, Jr. Boulevard Corridor would likely increase substantially. The Valley River Center Corridor would also likely experience a large ridership increase with the Enhanced Corridor option. All options would result in increased operating costs for LTD, but operating costs *per boarding* are expected to be about the same as today.

Total project capital costs for all options are expected to vary between about \$10 and \$40 million for Enhanced Corridor options, and between \$20 and \$90 million for EmX options. Capital costs will be refined during the Level 2 alternatives analysis. All EmX options would meet federal Small Starts (a major transit capital grant program) funding requirements, while all Enhanced Corridor options could possibly meet funding requirements, depending on design decisions.

All corridors would result in enhanced facilities for pedestrians, mobility device users, and cyclists; all corridors would also coordinate with existing pedestrian and bicycle plans, with the exception of the Valley River Center Corridor as current plans do not include as many improvements in that area.

## Corridor screening results

August 2015



### Legend

● Best ○ Worst

### Connectivity & travel time

Improve transit travel time (compared to existing transit service)

Connect planned bike, pedestrian and roadway projects

### Safety

Improve pedestrian and bicycle safety (compared to existing conditions)

### Cost & funding

Estimated capital cost (millions of \$) for improvements\*

Estimated operating cost per transit boarding

Likelihood to obtain federal capital improvement grants

### 2035 ridership

Average weekday ridership (number of boardings)

Increase in weekday ridership (compared to regular bus service)

### Community

Service to areas with greatest short-term redevelopment potential

Consistency with community vision

Service to areas with historically underserved populations

	30th/LCC		Martin Luther King, Jr. Blvd.		Coburg Road		Valley River Center		River Road		Highway 99	
	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	EmX	Enhanced Corridor	EmX	
Improve transit travel time (compared to existing transit service)	●	○	●	○	●	●	○	○	●	○	○	
Connect planned bike, pedestrian and roadway projects	○	○	○	○	○	○	○	○	○	○	○	
Improve pedestrian and bicycle safety (compared to existing conditions)	●	○	○	○	○	○	○	○	○	○	○	
Estimated capital cost (millions of \$) for improvements*	\$10-20	\$50-70	\$20-40	\$60-90	\$10-30	\$50-90	\$10-30	\$10-30	\$70-90	\$10-30	\$60-90	
Estimated operating cost per transit boarding	While the system will cost more to operate with more service, the operating cost per boarding will stay the same as today.											
Likelihood to obtain federal capital improvement grants	○	●	○	●	○	●	○	○	●	○	●	
Average weekday ridership (number of boardings)	3,800	5,500	6,200**	N/A	4,200	5,200	3,000	3,600	4,600	3,000	4,000	
Increase in weekday ridership (compared to regular bus service)	300 /10%	2,000 /57%	2,300 /62%	N/A	1,600 /61%	2,600 /98%	900/48%	400 /11%	1,400 /43%	500 /18%	1,400 /55%	
Service to areas with greatest short-term redevelopment potential	●	○	○	○	○	○	○	○	○	○	○	
Consistency with community vision	To be determined by community input											
Service to areas with historically underserved populations	○	○	○	○	○	○	○	○	○	○	○	

\*Improvements include: transit and biking/walking/mobility device improvements (\$2015)

\*\*This figure includes riders on Centennial Blvd. that would benefit from more frequent service

## Recommendation

The project team and Oversight Committee recommend advancing four corridors for further evaluation of EmX in the Level 2 alternatives analysis. The four corridors are:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30<sup>th</sup> Avenue-Lane Community College Corridor

For each of these corridors, MovingAhead will evaluate an EmX alternative, an Enhanced Corridor alternative, and a no-build alternative during the Level 2 alternatives analysis. In some cases, the EmX alternatives may include different design options.

These corridors received the broadest community support for further study of EmX. From a technical perspective, they each offer significant growth in transit ridership with only modest effects on LTD's system operating costs, and provide investments in Envision Eugene's key transportation corridors.

The project team and Oversight Committee recommend that the Martin Luther King, Jr. Boulevard Corridor advance as an Enhanced Corridor as part of the Level 2 alternatives analysis. This corridor offers strong transit ridership with an Enhanced Corridor treatment and could benefit from transit improvements associated with Coburg Road.

The project team and Oversight Committee recommend not advancing the Valley River Center Corridor as part of MovingAhead at this time. Community members suggested that EmX was not needed in the short-term during outreach conducted in spring 2015. Again, in summer 2015, Valley River Center had the weakest support of any corridor. LTD and the City of Eugene may consider improvements to this corridor through their existing capital improvements programs. There may also be a need for additional transportation and land use planning in the Valley River Center area that will be identified on future City of Eugene work plans.

The MovingAhead project team will refine the alternatives identified in Table 1 before beginning the Level 2 alternatives analysis. Refinement will include concepts for transit operations, identification of general station locations, pedestrian and bicycle crossing improvements, and linear pedestrian and bicycle facilities along the corridors.

**Table 1. Corridors and transit alternatives recommended for study in Level 2 alternatives analysis**

Corridor	EmX	Enhanced Corridor	No-Build
Highway 99	✓	✓	✓
River Road	✓	✓	✓
Coburg Road	✓	✓	✓
30th Avenue-Lane Community College	✓	✓	✓
Martin Luther King, Jr. Boulevard		✓	✓