30th Avenue / Lane Community College Corridor
Enhanced Corridor Alternative: Transit and Roadway Improvements

Roadway Improvements - Oak and Pearl Streets

Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

Legend
- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.
30th Avenue/Lane Community College Corridor

Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements

Bicycle facilities on E. 30th Ave. will be studied separately from MovingAhead

Legend
- Proposed Route
- Proposed Buffered Bike Lane
- Existing Shared Use Path
- Existing Buffered Bike Lane
- Existing Shoulder Bikeway
- Proposed Pedestrian Crossing
- Parks

0 0.5 1 Miles
30th Avenue / Lane Community College Corridor

EmX Alternative: Transit and Roadway Improvements

Legend
- Purple: Business Access and Transit Lane
- Gray: Roadway Improvements*
- Light Gray: No Change
- Black Circle: Proposed Station
- Orange Line: Existing EmX Bus Line
- Green: Parks

*Mileages are approximate and may not correspond to actual mileages.

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.
Bicycle facilities on E. 30th Ave. will be studied separately from MovingAhead

Legend
- Proposed Route
- Proposed Two-Way Cycle Track
- Existing Shared Use Path
- Existing Buffered Bike Lane
- Existing Shoulder Bikeway
- Proposed Pedestrian Crossing
- Parks

0 0.5 1 Miles
Coburg Road Corridor
Enhanced Corridor Alternative: Transit and Roadway Improvements

Service would continue to Gateway Station without capital investments

Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

Legend
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks

Business Access and Transit Lanes at I-105
Intersection with Queue Jump

0 0.5 1 Miles

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.
Coburg Road Corridor
EmX Alternative: Transit and Roadway Improvements

Legend
- Dedicated Transit Lane
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Proposed Station
- Existing EmX Bus Line
- Parks

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.

Service would continue to Gateway Station without capital investments.
Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

Legend
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.
River Road Corridor
EmX Alternative: Transit and Roadway Improvements

Legend
- Dedicated Transit Lane
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Proposed Station
- Existing EmX Bus Line
- Parks

*Miles

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.
**Highway 99 Corridor**

**Enhanced Corridor Alternative: Transit and Roadway Improvements**

Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.*
Martin Luther King, Jr. Blvd. Corridor

Enhanced Corridor Alternative: Transit and Roadway Improvements

Legend
- Dedicated Transit Lane
- Business Access and Transit Lane
- Roadway Improvements*
- No Change
- Existing EmX Bus Line
- Parks

Miles
0 0.5 1

*Roadway improvements may include traffic signal modifications, reconfigured lanes and new turn lanes.

Service would continue to Springfield without capital investments

Enhanced Corridor stops would be spaced approximately every 1/4 mile. Enhanced Corridor alternatives would use existing stop locations in downtown Eugene.
Martin Luther King, Jr. Blvd. Corridor

Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements

Legend
- Proposed Route
- Existing Shared Use Path
- Existing Shoulder Bikeway
- Parks

Service would continue to Springfield without capital investments

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