### Cost

<table>
<thead>
<tr>
<th>Enhanced Corridor</th>
<th>EmX</th>
<th>Package A</th>
<th>Package B</th>
<th>Package C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Cost (millions)</td>
<td>$148</td>
<td>$335</td>
<td>$274</td>
<td>$210</td>
</tr>
<tr>
<td>Systemwide Annual Operating Cost Change from No-Build (millions)</td>
<td>-$0.1</td>
<td>$8.2</td>
<td>$4.3</td>
<td>$5.9</td>
</tr>
<tr>
<td>Return on Investment (1-5 rating)</td>
<td>★★★★★</td>
<td>★★★☆☆</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
</tbody>
</table>

### Transit Performance

<table>
<thead>
<tr>
<th>Enhanced Corridor</th>
<th>EmX</th>
<th>Package A</th>
<th>Package B</th>
<th>Package C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Service Frequency (peak buses per hour)</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Corridor In-Vehicle Transit Travel Time Improvement (percent)</td>
<td>+21%</td>
<td>+25%</td>
<td>+23%</td>
<td>+23%</td>
</tr>
<tr>
<td>Systemwide Annual Ridership Increase Compared to No-Build</td>
<td>363,000</td>
<td>1,155,000</td>
<td>771,000</td>
<td>762,000</td>
</tr>
</tbody>
</table>

### Bicycling and Walking

<table>
<thead>
<tr>
<th>Enhanced Corridor</th>
<th>EmX</th>
<th>Package A</th>
<th>Package B</th>
<th>Package C</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Corridor Bike/Ped Access Investments (1-5 rating)</td>
<td>★★★☆☆</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>New Corridor Bike/Ped Safety Improvements (1-5 rating)</td>
<td>★★★☆☆</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
</tbody>
</table>

### Development Impacts

<table>
<thead>
<tr>
<th>Enhanced Corridor</th>
<th>EmX</th>
<th>Package A</th>
<th>Package B</th>
<th>Package C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support Corridor Development and Redevelopment (1-5 rating)</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Number of Medium and Large Trees Impacted</td>
<td>103</td>
<td>432</td>
<td>362</td>
<td>190</td>
</tr>
<tr>
<td>Corridor Acreage of Acquisitions</td>
<td>4.1</td>
<td>8.5</td>
<td>8.0</td>
<td>4.5</td>
</tr>
<tr>
<td>Corridor Displacements</td>
<td>4</td>
<td>8</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>Corridor On-Street Parking Impacts (number of spaces)</td>
<td>69</td>
<td>140</td>
<td>69</td>
<td>0</td>
</tr>
<tr>
<td>Corridor Off-Street Parking Impacts (number of spaces)</td>
<td>119</td>
<td>228</td>
<td>209</td>
<td>151</td>
</tr>
</tbody>
</table>

### Jobs & Population

<table>
<thead>
<tr>
<th>Enhanced Corridor</th>
<th>EmX</th>
<th>Package A</th>
<th>Package B</th>
<th>Package C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td>Population</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
</tbody>
</table>

---

*MLK: MLK Boulevard; 30th: 30th Avenue; Coburg: Coburg Road; River: River Boulevard*
### River Road Corridor

**Enhanced Corridor Alternative**

<table>
<thead>
<tr>
<th>Cost</th>
<th>No-build</th>
<th>Enhanced Corridor</th>
<th>EmX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Cost (millions)</td>
<td>$0.0</td>
<td>$24.0</td>
<td>$78.0</td>
</tr>
<tr>
<td>Systemwide Annual Operating Cost Change from No-Build (millions)</td>
<td>$0.0</td>
<td>-$0.6</td>
<td>$2.0</td>
</tr>
<tr>
<td>Return on Investment (1-5 rating)</td>
<td>n/a</td>
<td>★★★★★</td>
<td>★★</td>
</tr>
</tbody>
</table>

### Transit Performance

- **Corridor Service Frequency** (peak buses per hour)
  - No-build: 0
  - Enhanced Corridor: ★★★★★★
  - EmX: ★★★★★★
- **Corridor In-Vehicle Transit Travel Time Improvement** (percent)
  - No-build: 0%
  - Enhanced Corridor: +19%
  - EmX: +31%
- **Systemwide Annual Ridership Increase Compared to No-Build**
  - No-build: 0
  - Enhanced Corridor: 33,000
  - EmX: 246,000

### Bicycling and Walking

- **New Corridor Bike/Ped Access Investments** (1-5 rating)
  - No-build: 0
  - Enhanced Corridor: ★★★★★★
  - EmX: ★★★★★★
- **New Corridor Bike/Ped Safety Improvements** (1-5 rating)
  - No-build: 0
  - Enhanced Corridor: ★★★★★★
  - EmX: ★★★★★★

### Development Impacts

- **Support Corridor Development and Redevelopment** (1-5 rating)
  - No-build: 0
  - Enhanced Corridor: ★★★★★★
  - EmX: ★★★★★★
- **Number of Medium and Large Trees Impacted**
  - No-build: 0
  - Enhanced Corridor: 13
  - EmX: 132
- **Corridor Acreage of Acquisitions**
  - No-build: 0
  - Enhanced Corridor: 1.3
  - EmX: 2.2
- **Corridor Displacements**
  - No-build: 0
  - Enhanced Corridor: 4
  - EmX: 6
- **Corridor On-Street Parking Impacts** (number of spaces)
  - No-build: 0
  - Enhanced Corridor: 0
  - EmX: 0
- **Corridor Off-Street Parking Impacts** (number of spaces)
  - No-build: 0
  - Enhanced Corridor: 2
  - EmX: 31

### Jobs & Population

- **Jobs**
  - No-build: 0
  - Enhanced Corridor: 18,746
  - EmX: 27,784
- **Population**
  - No-build: 0
  - Enhanced Corridor: 34,986
  - EmX: 43,925

Note: the colored boxes are scaled from lowest value to highest value for each row. Exception: for the 1-5 ratings, boxes are scaled across all rows that use the 1-5 rating. If you'd like a different approach, let us know!
River Road Corridor
EmX Alternative

Cost

<table>
<thead>
<tr>
<th></th>
<th>No BUILD</th>
<th>Enhanced Corridor</th>
<th>EmX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Cost</td>
<td>$0.0</td>
<td>$24.0</td>
<td>$78.0</td>
</tr>
<tr>
<td>Systemwide Annual Operating Cost Change from No-Build</td>
<td>$0.0</td>
<td>-$0.6</td>
<td>$2.0</td>
</tr>
<tr>
<td>Return on Investment (1-5 rating)</td>
<td>n/a</td>
<td>★★★★★</td>
<td>★★★</td>
</tr>
</tbody>
</table>

Transit Performance

- Corridor Service Frequency (peak buses per hour)
  - No-build: n/a
  - Enhanced Corridor: 4
  - EmX: 5

- Corridor In-Vehicle Transit Travel Time Improvement (percent)
  - No-build: 0%
  - Enhanced Corridor: +19%
  - EmX: +31%

- Systemwide Annual Ridership Increase Compared to No-Build
  - No-build: 0
  - Enhanced Corridor: 33,000
  - EmX: 246,000

Bicycling and Walking

- New Corridor Bike/Ped Access Investments (1-5 rating)
  - No-build: 0
  - Enhanced Corridor: ★★★★★
  - EmX: ★★★★★

- New Corridor Bike/Ped Safety Improvements (1-5 rating)
  - No-build: 0
  - Enhanced Corridor: ★★★★★
  - EmX: ★★★★★

Development Impacts

- Support Corridor Development and Redevelopment (1-5 rating)
  - No-build: 0
  - Enhanced Corridor: ★★★★★
  - EmX: ★★★★★

- Number of Medium and Large Trees Impacted
  - No-build: 0
  - Enhanced Corridor: 13
  - EmX: 132

- Corridor Acreage of Acquisitions
  - No-build: 0
  - Enhanced Corridor: 1.3
  - EmX: 2.2

- Corridor Displacements
  - No-build: 0
  - Enhanced Corridor: 4
  - EmX: 6

- Corridor On-Street Parking Impacts (number of spaces)
  - No-build: 0
  - Enhanced Corridor: 0
  - EmX: 0

- Corridor Off-Street Parking Impacts (number of spaces)
  - No-build: 0
  - Enhanced Corridor: 2
  - EmX: 31

Jobs & Population

- Jobs
  - No-build: 0
  - Enhanced Corridor: 18,746
  - EmX: 27,784

- Population
  - No-build: 0
  - Enhanced Corridor: 34,986
  - EmX: 43,925