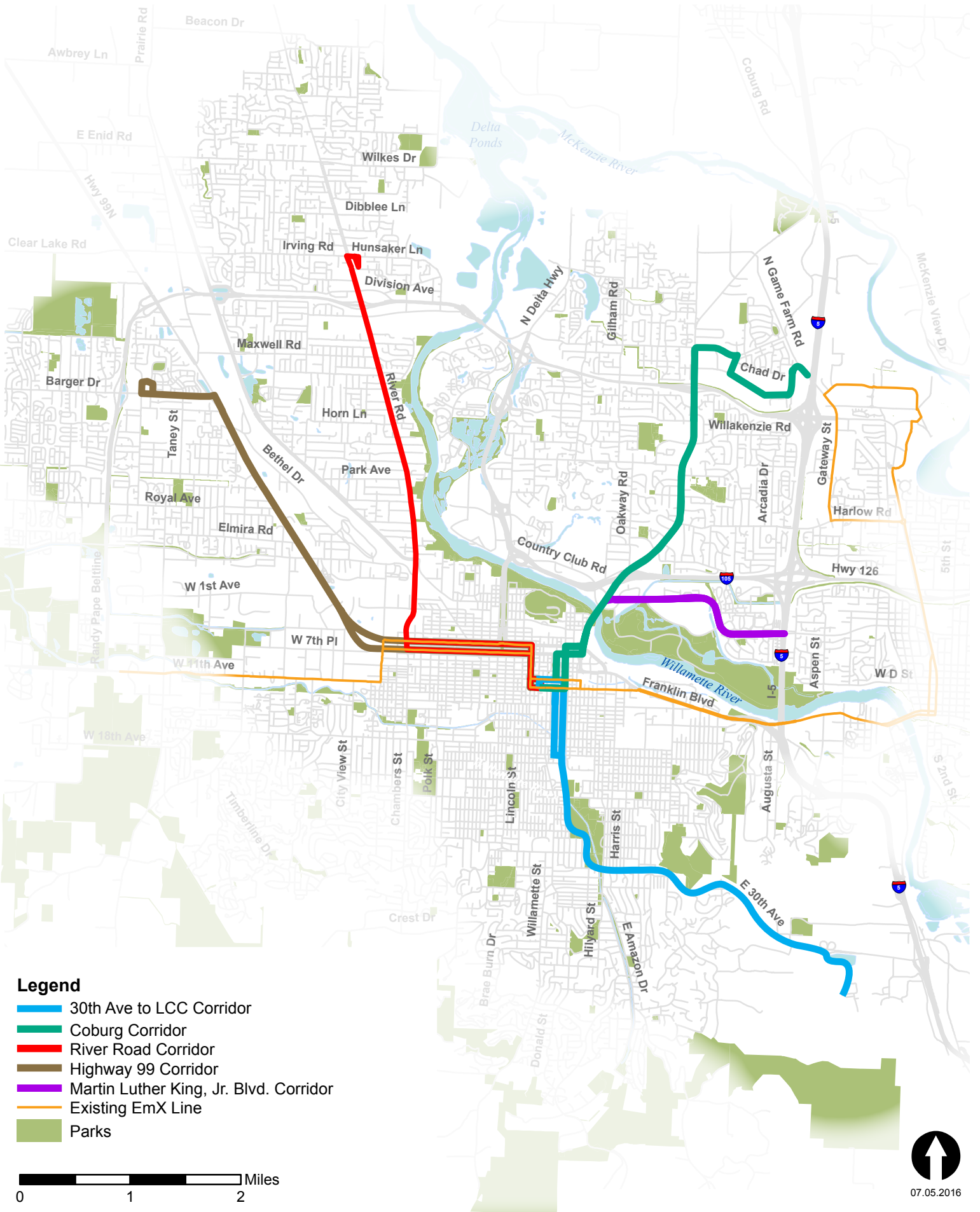







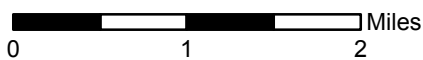


# Corridor Overview



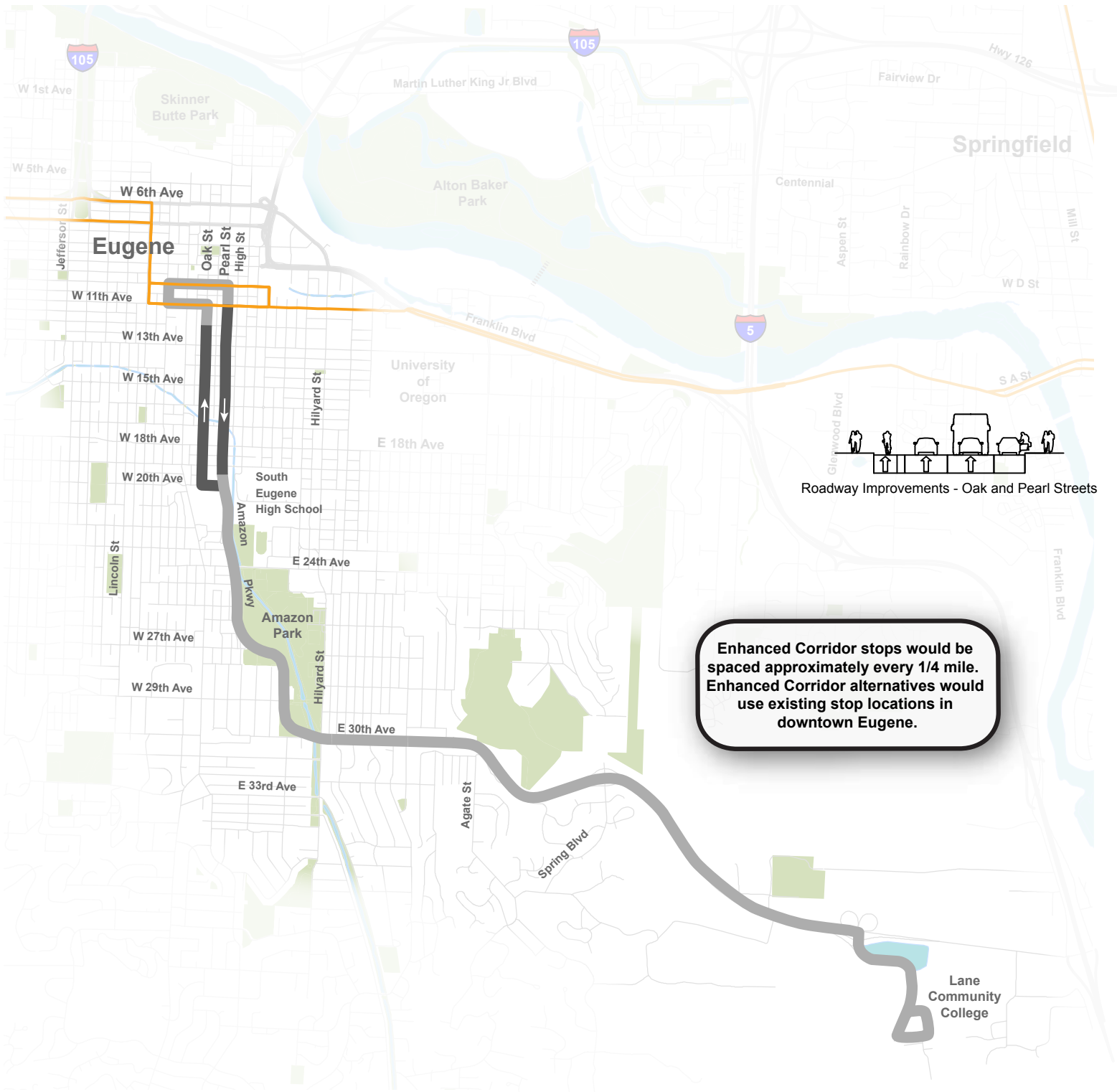
## Legend

-  30th Ave to LCC Corridor
-  Coburg Corridor
-  River Road Corridor
-  Highway 99 Corridor
-  Martin Luther King, Jr. Blvd. Corridor
-  Existing EmX Line
-  Parks



# 30th Avenue to Lane Community College 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.

### Legend

- Roadway Improvements
- No Change
- Existing EmX Line
- Parks

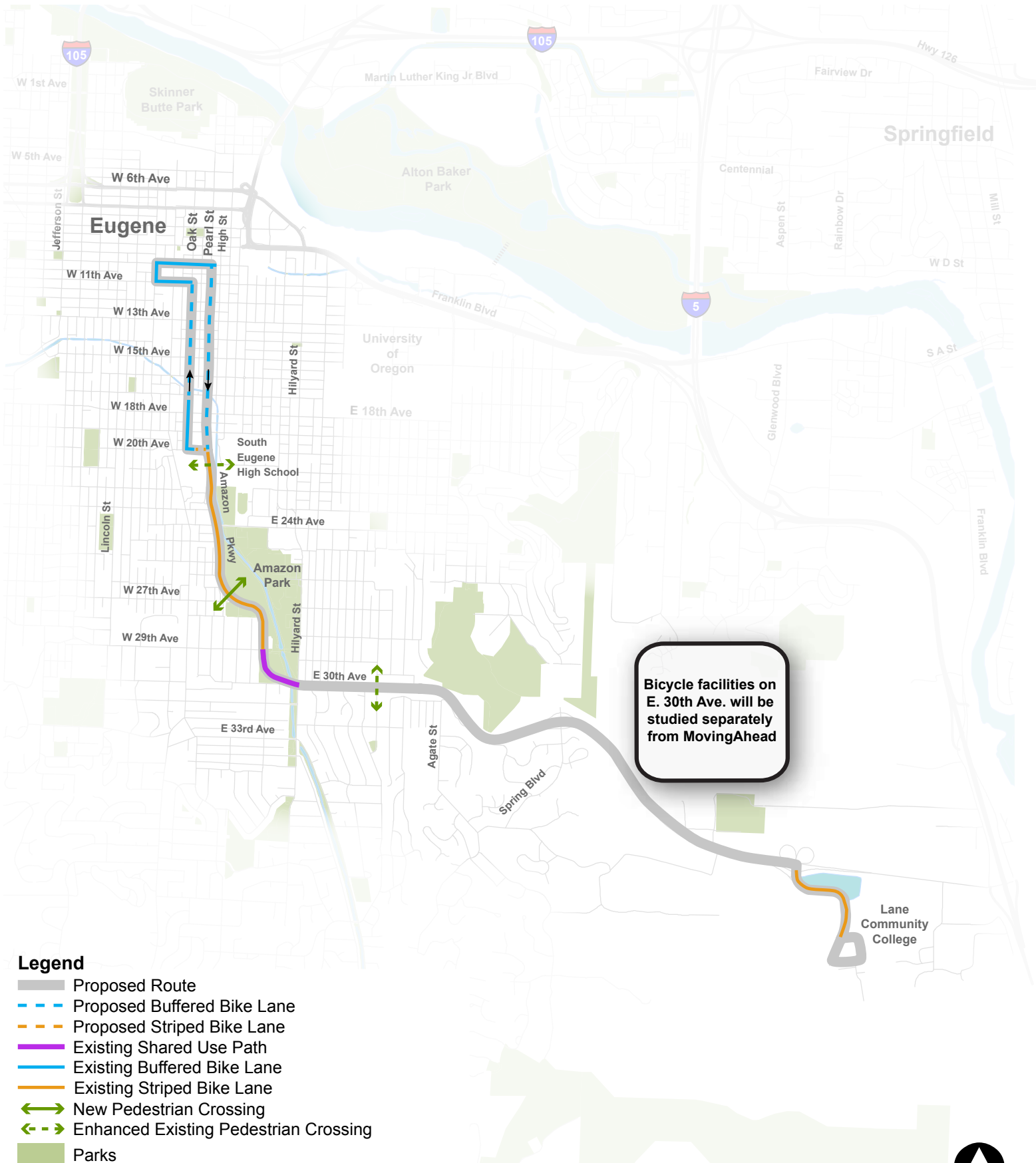


These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



# 30th Avenue to Lane Community College Corridor

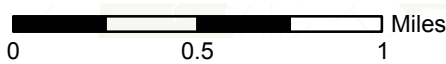
## Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



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

### Legend

- Proposed Route
- Proposed Buffered Bike Lane
- Proposed Striped Bike Lane
- Existing Shared Use Path
- Existing Buffered Bike Lane
- Existing Striped Bike Lane
- New Pedestrian Crossing
- Enhanced Existing Pedestrian Crossing
- Parks

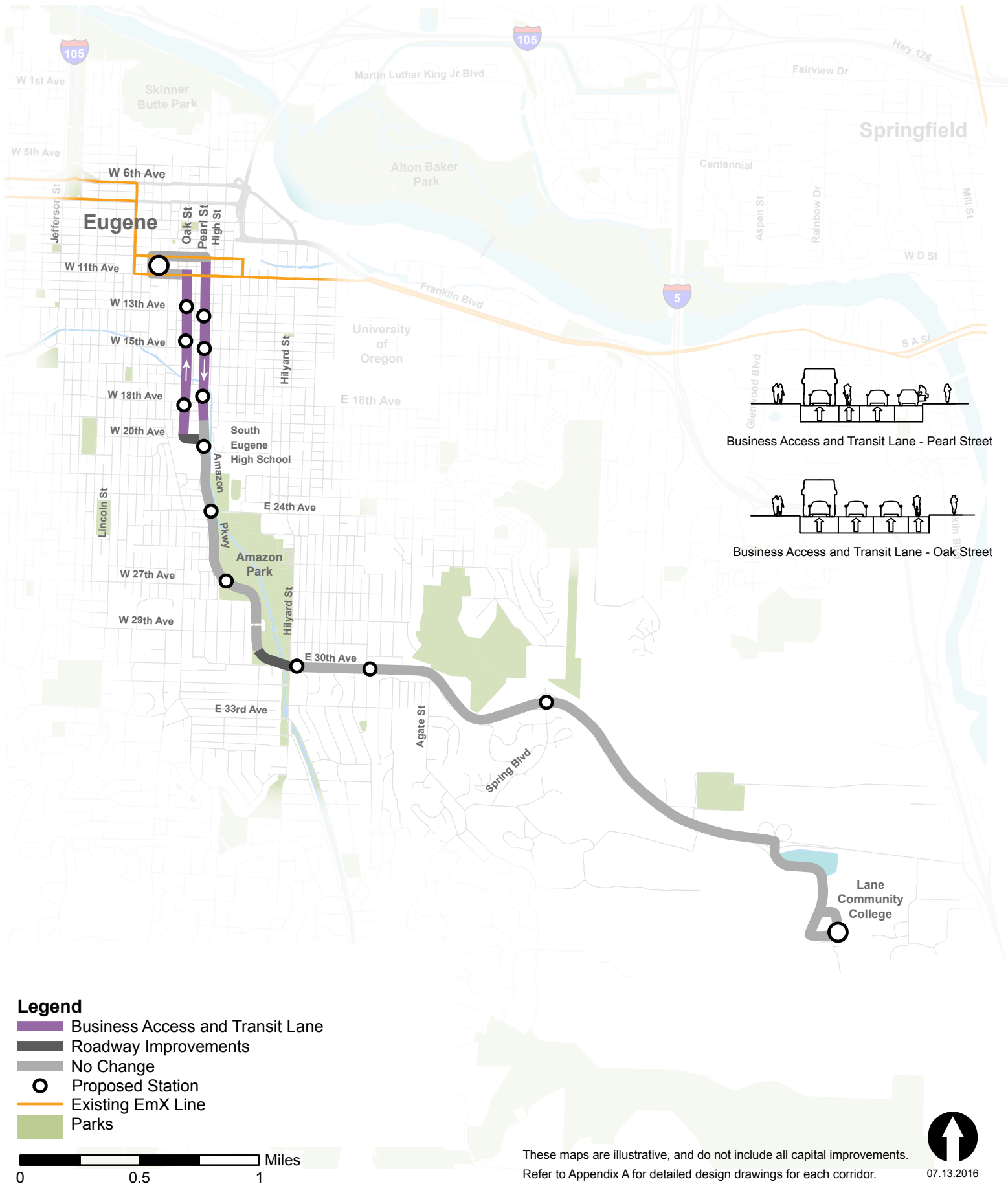


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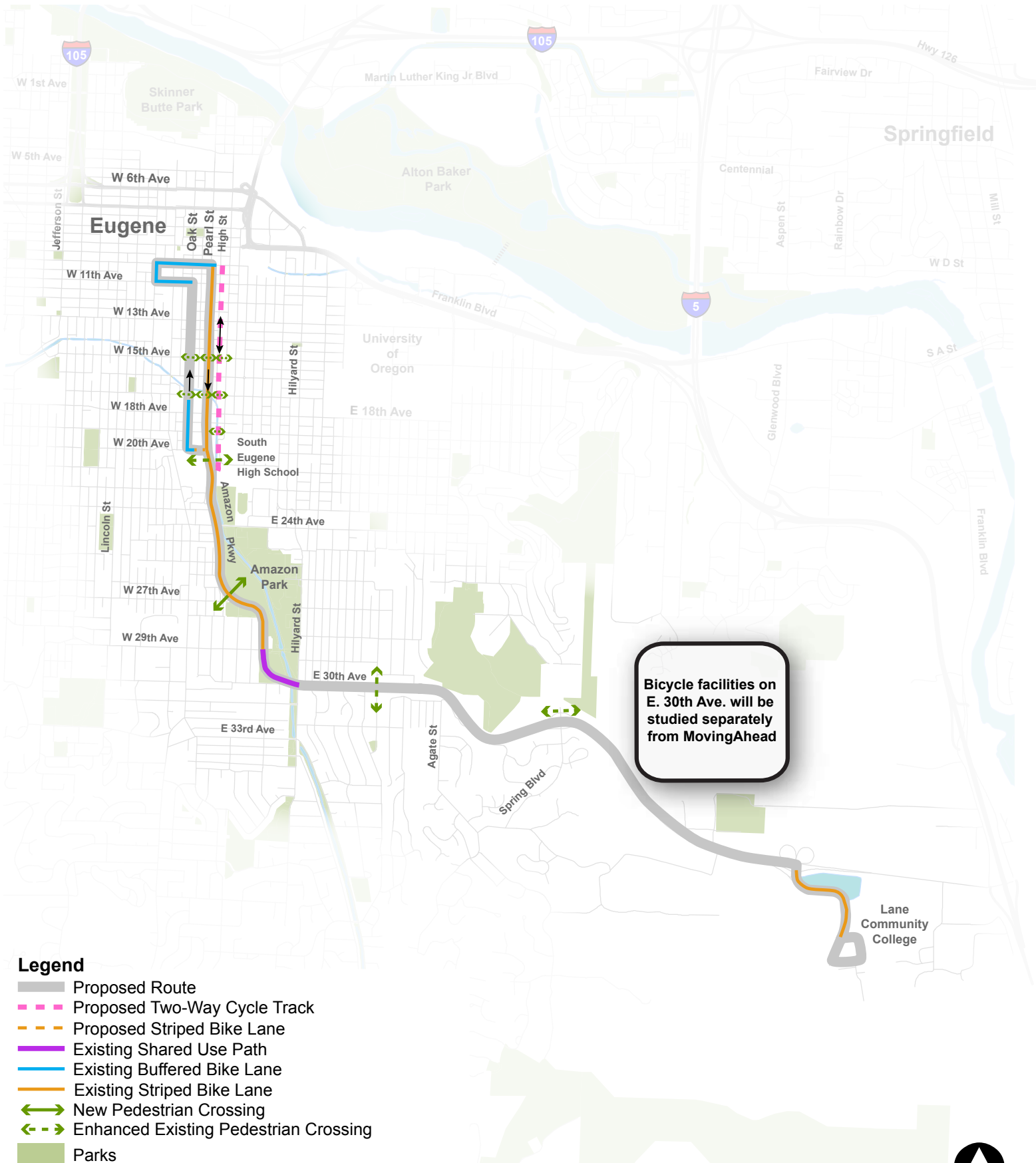
# 30th Avenue to Lane Community College Corridor

## EmX Alternative: Transit and Roadway Improvements



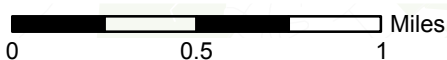
# 30th Avenue to Lane Community College Corridor

## EmX Alternative: Pedestrian and Bicycle Improvements



### Legend

- Proposed Route
- Proposed Two-Way Cycle Track
- Proposed Striped Bike Lane
- Existing Shared Use Path
- Existing Buffered Bike Lane
- Existing Striped Bike Lane
- New Pedestrian Crossing
- Enhanced Existing Pedestrian Crossing
- Parks

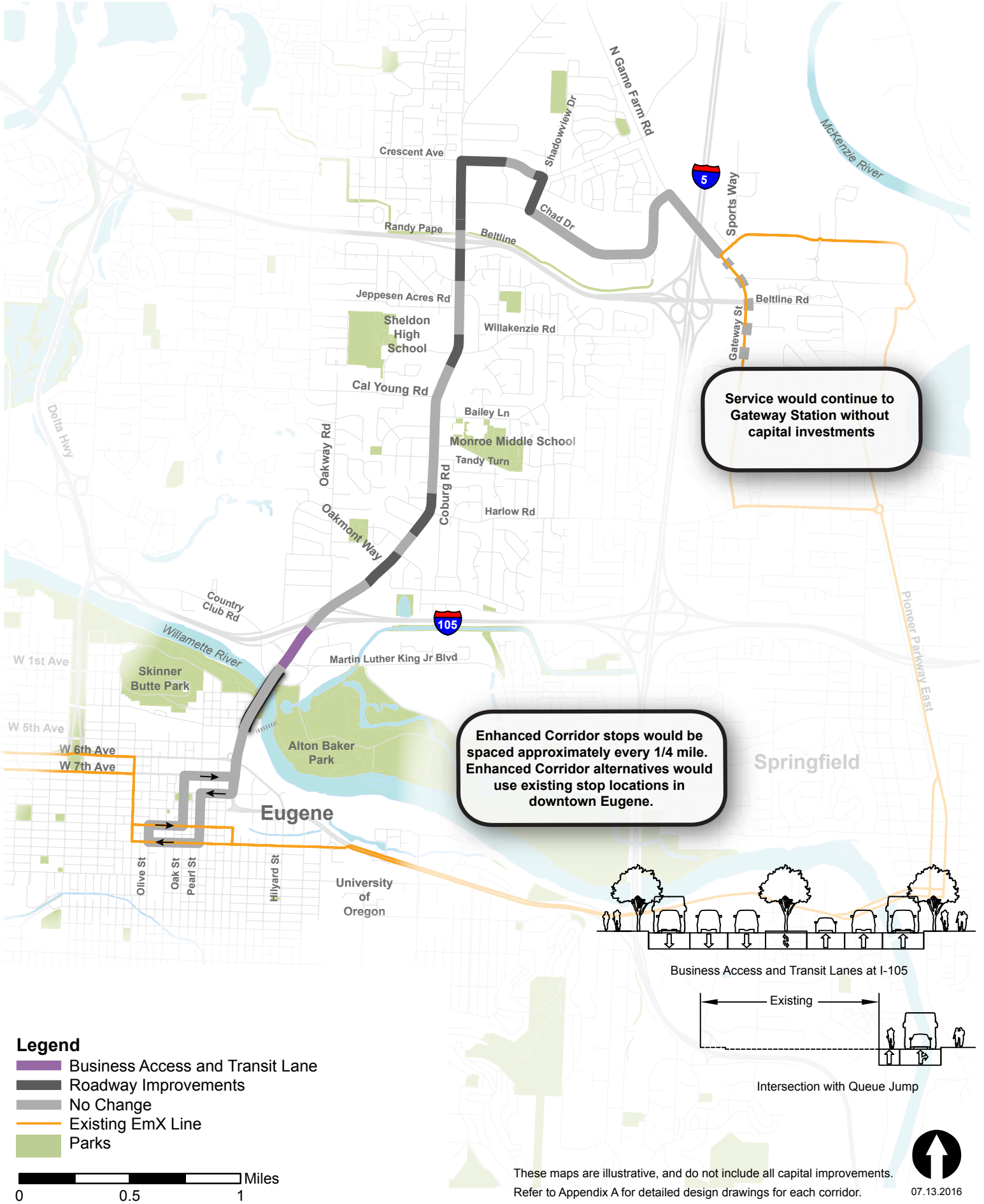


These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



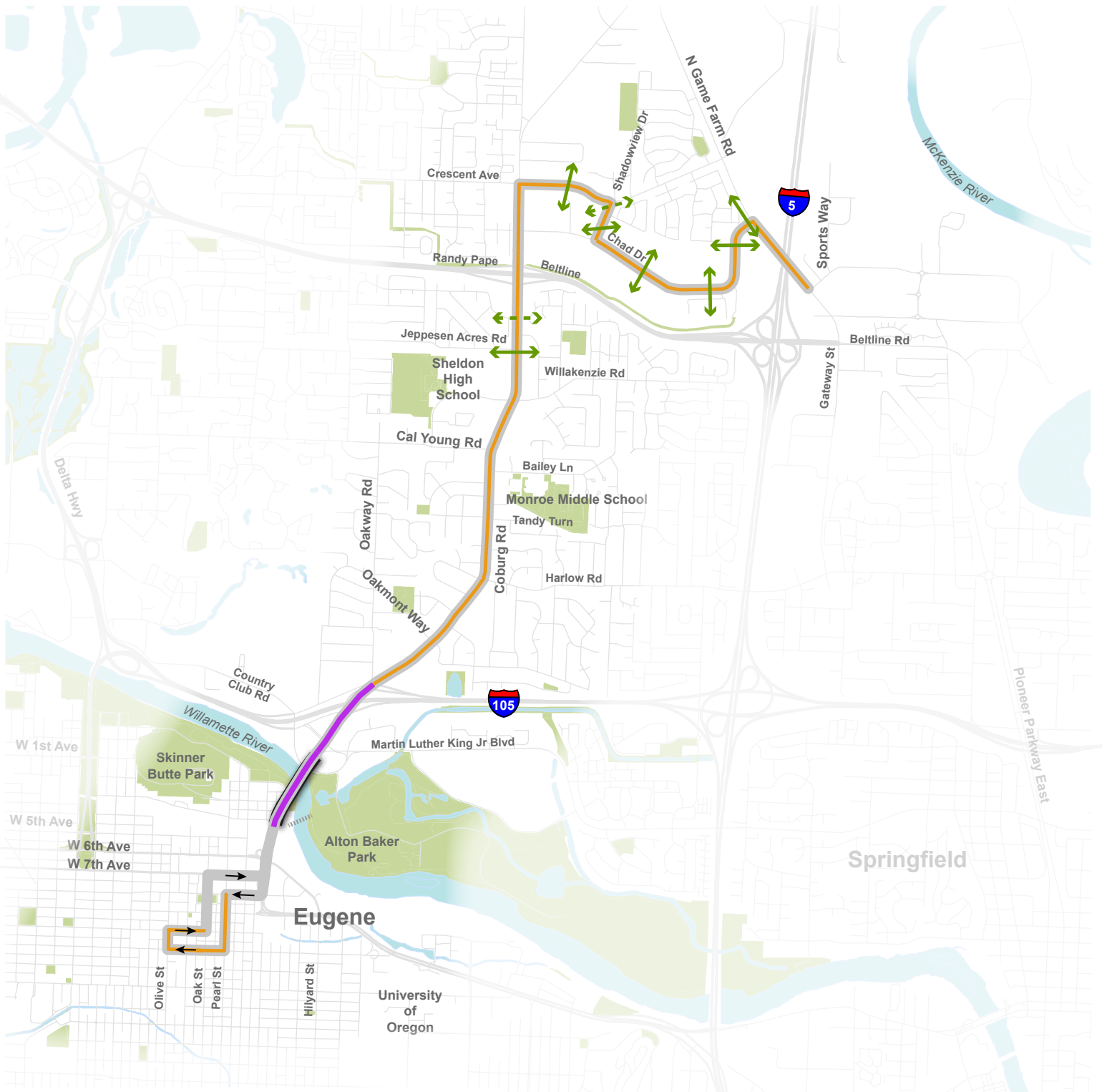
# Coburg Road Corridor

## Enhanced Corridor Alternative: Transit and Roadway Improvements









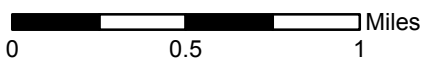
# Coburg Road Corridor

Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements **MovingAhead**



## Legend

-  Proposed Route
-  Existing Shared Use Path
-  Existing Striped Bike Lane
-  New Pedestrian Crossing
-  Enhanced Existing Pedestrian Crossing
-  Parks

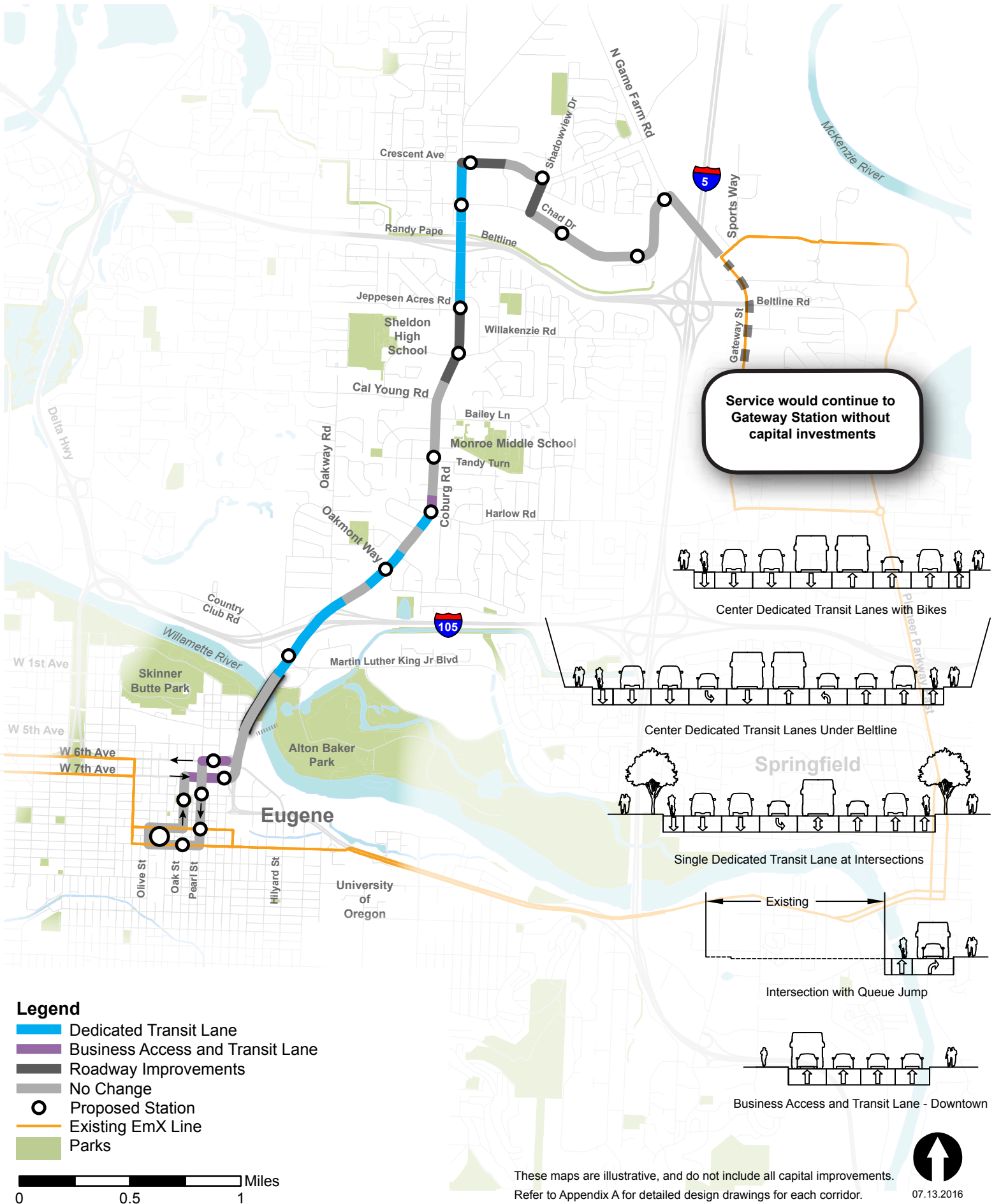


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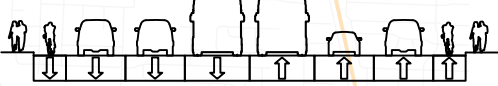


# Coburg Road Corridor

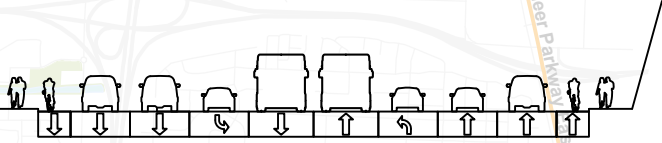
## EmX Alternative: Transit and Roadway Improvements



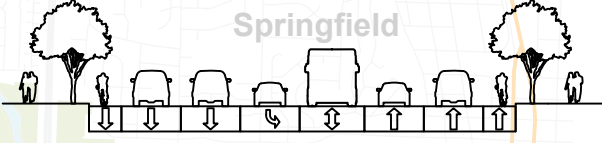
**Service would continue to Gateway Station without capital investments**



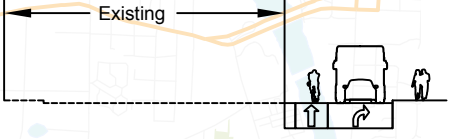
Center Dedicated Transit Lanes with Bikes



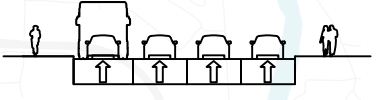
Center Dedicated Transit Lanes Under Beltline



Single Dedicated Transit Lane at Intersections



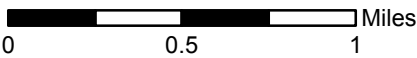
Intersection with Queue Jump



Business Access and Transit Lane - Downtown

**Legend**

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

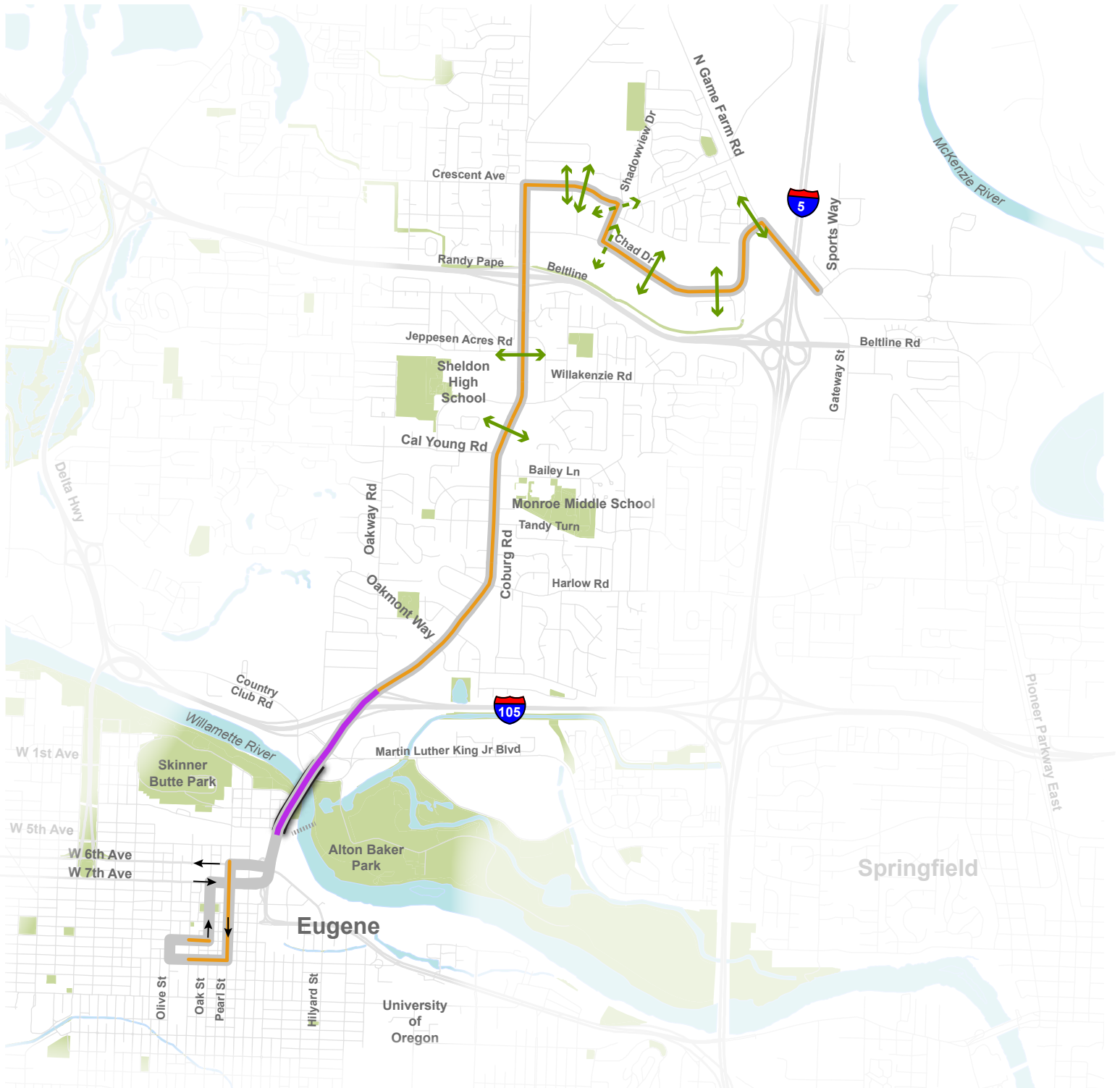


These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.









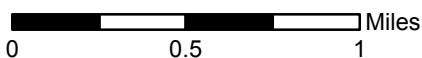
# Coburg Road Corridor

## EmX Alternative: Pedestrian and Bicycle Improvements



### Legend

-  Proposed Route
-  Existing Shared Use Path
-  Existing Striped Bike Lane
-  New Pedestrian Crossing
-  Enhanced Existing Pedestrian Crossing
-  Parks

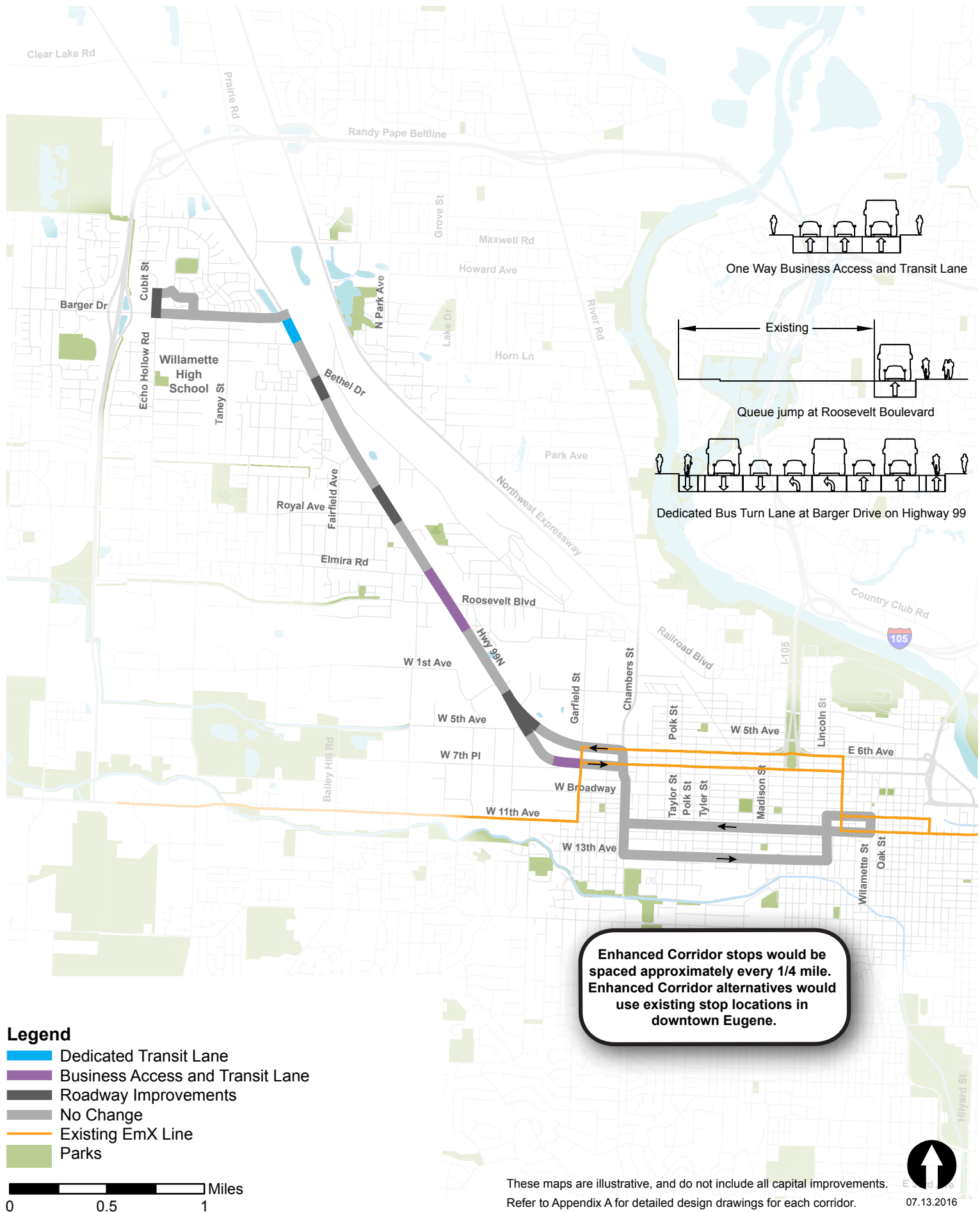


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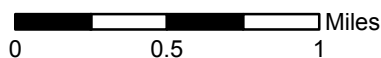
# Highway 99 Corridor

## Enhanced Corridor Alternative: Transit and Roadway Improvements



### Legend

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



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

These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



# Highway 99 Corridor

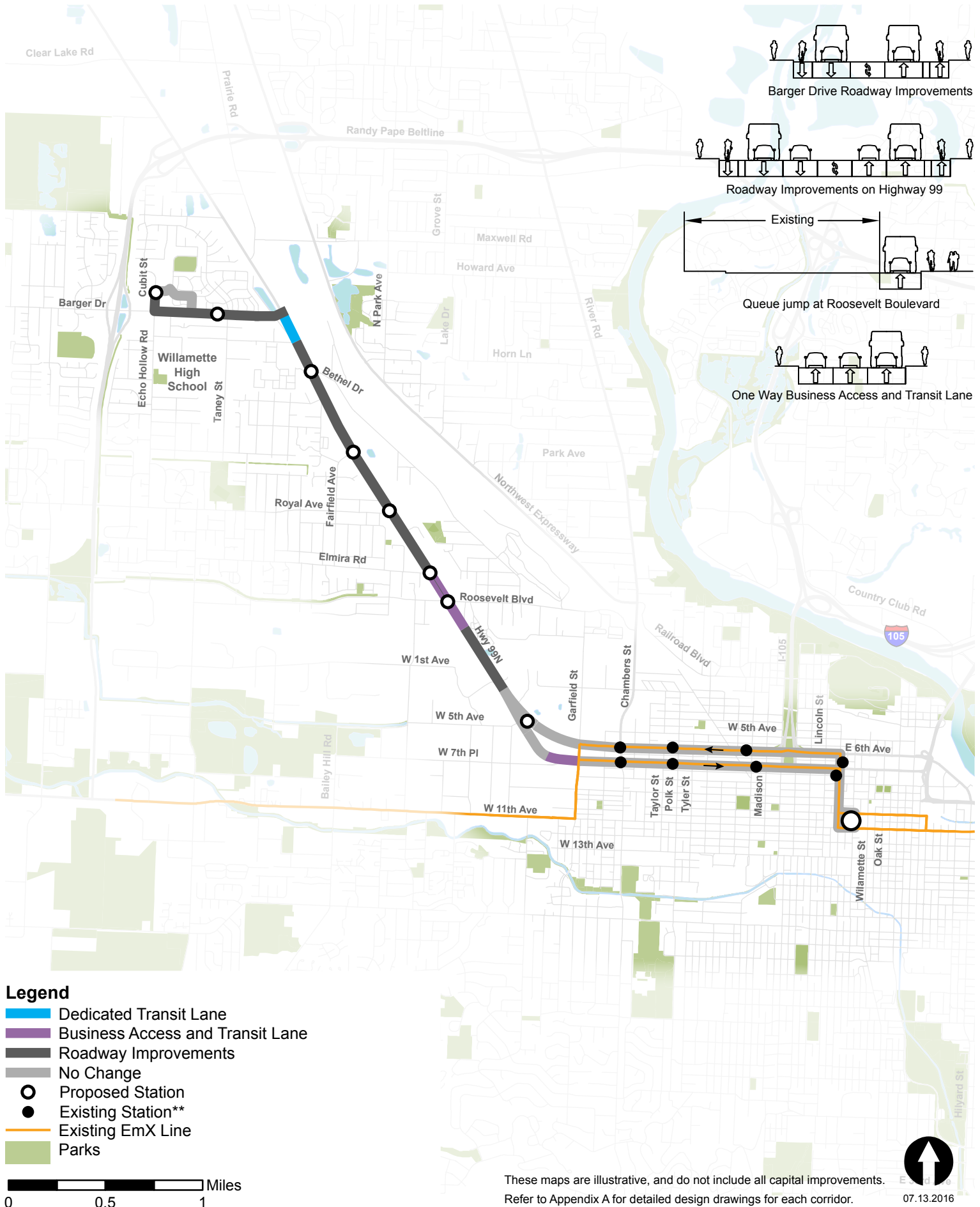
## Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.

# Highway 99 Corridor

## EmX Alternative: Transit and Roadway Improvements

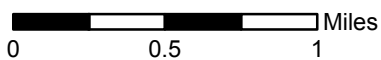


These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



# Highway 99 Corridor

## EmX Alternative: Pedestrian and Bicycle Improvements

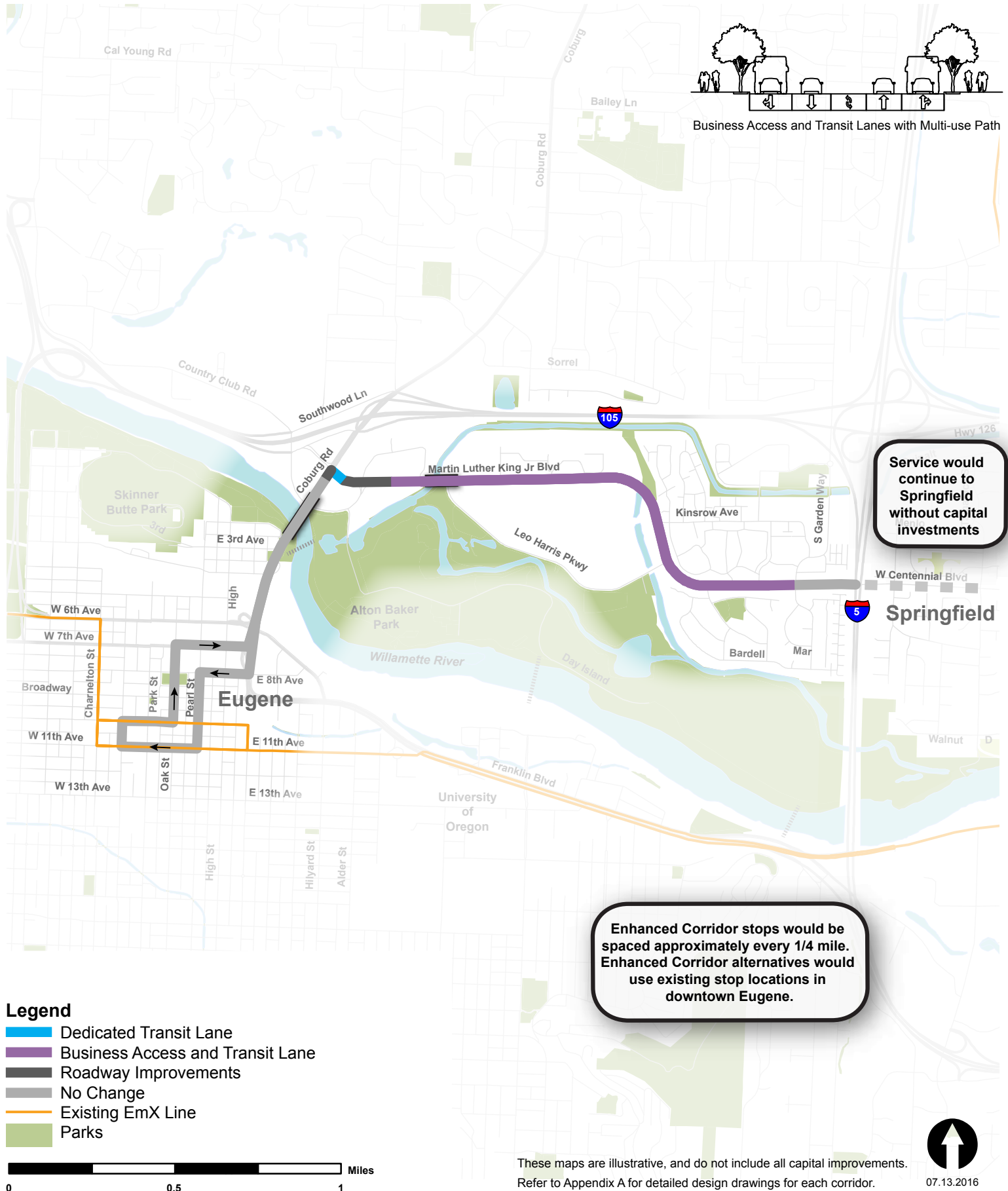


These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



# Martin Luther King, Jr. Blvd. Corridor

## Enhanced Corridor Alternative: Transit and Roadway Improvements



These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.



# Martin Luther King, Jr. Blvd. Corridor

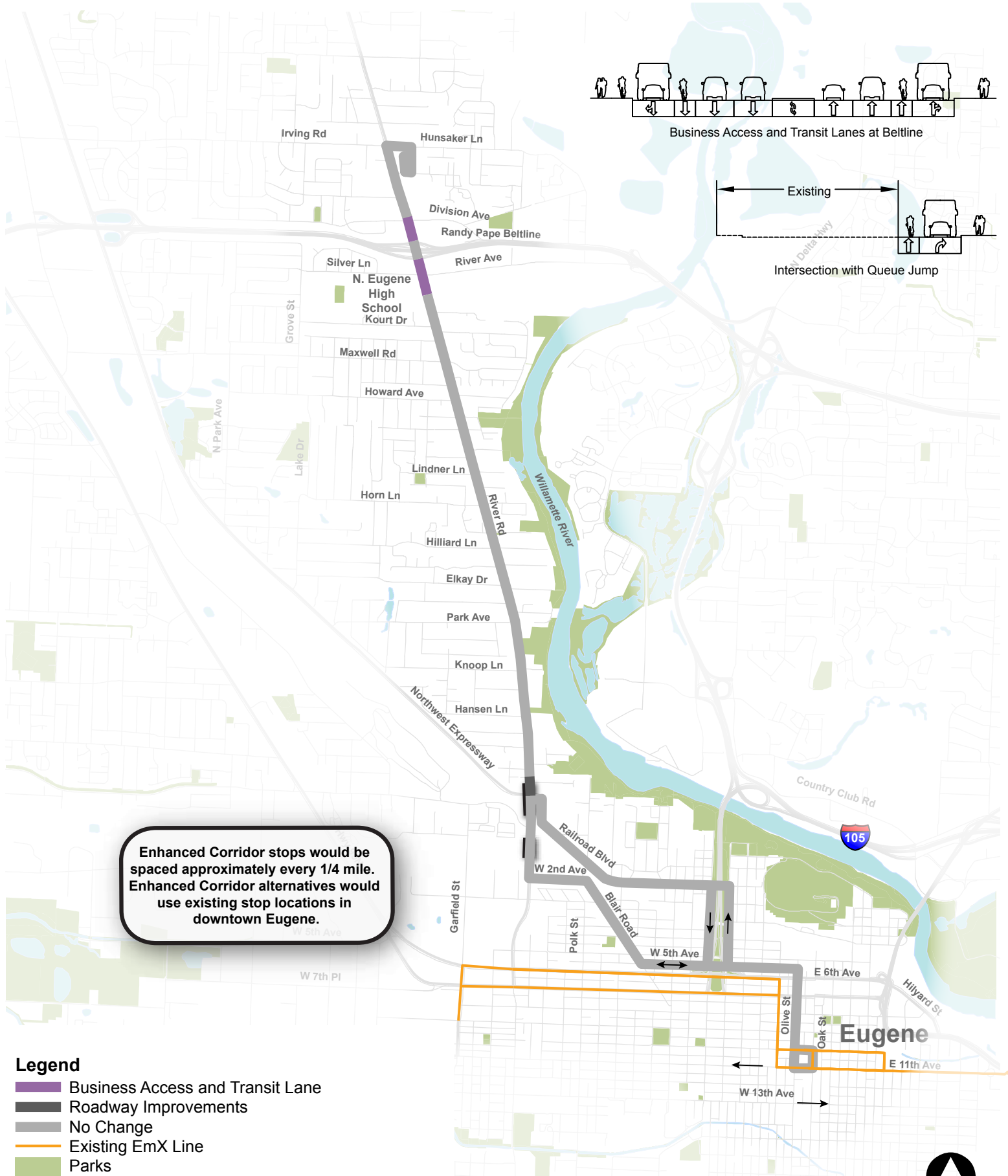


## Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



# River Road Corridor

## Enhanced Corridor Alternative: Transit and Roadway Improvements



These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.





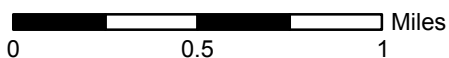
# River Road Corridor

## Enhanced Corridor Alternative: Pedestrian and Bicycle Improvements



### Legend

- Proposed Route
- Existing Shared Lane Markings
- Existing Buffered Bike Lane
- Existing Striped Bike Lane
- New Pedestrian Crossing
- Enhanced Existing Pedestrian Crossing
- Parks

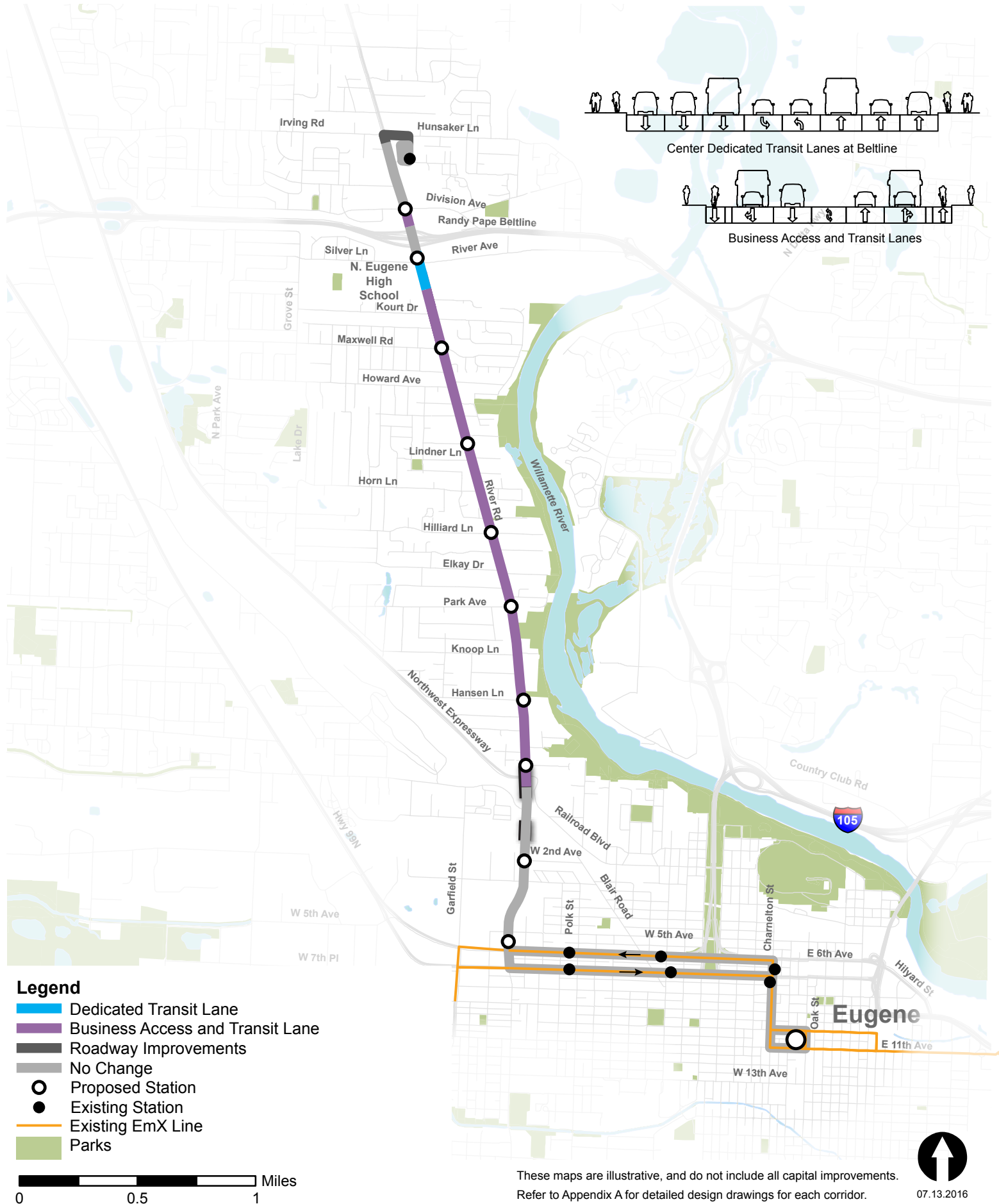


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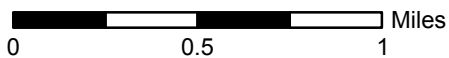
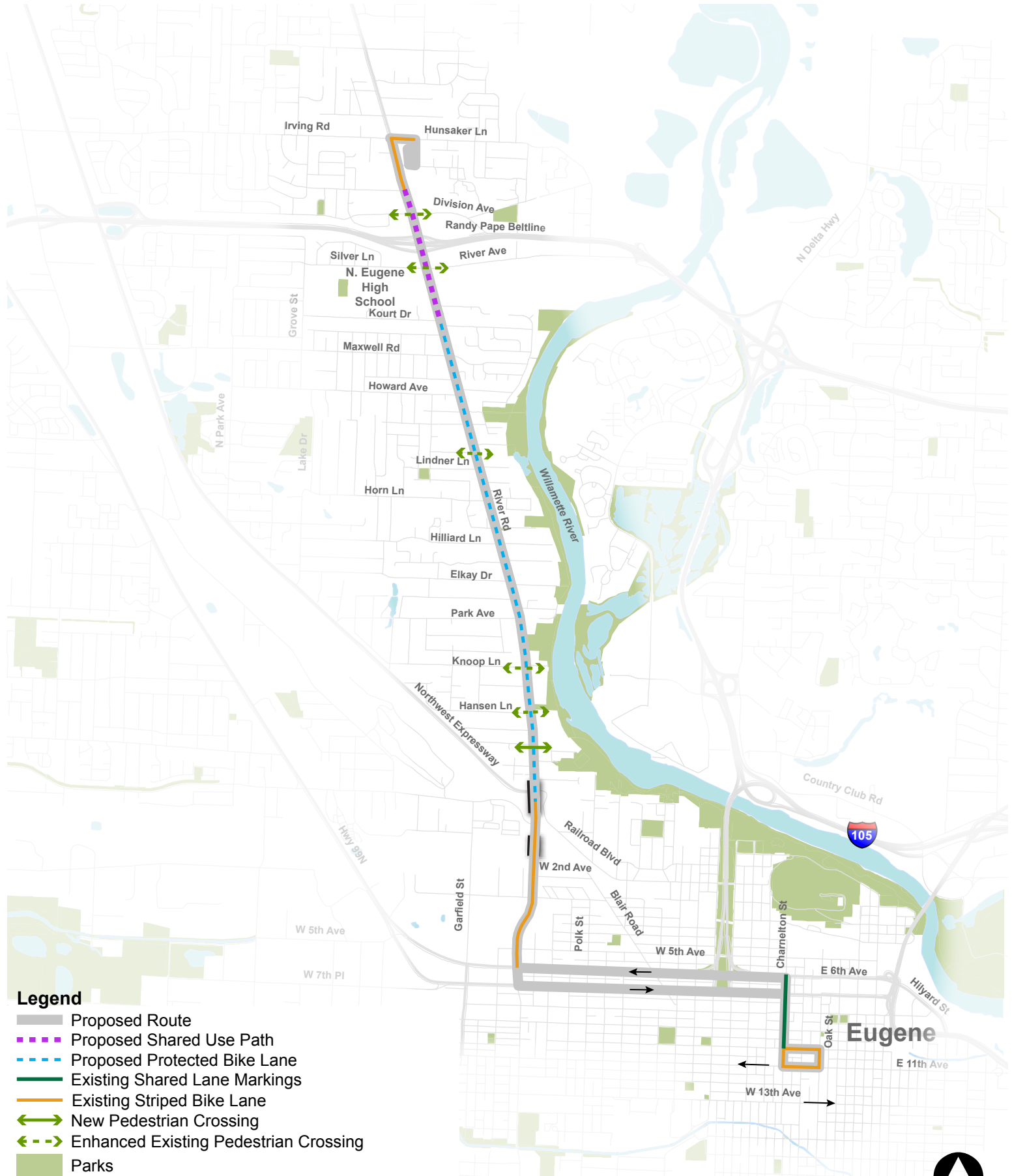
# River Road Corridor

## EmX Alternative: Transit and Roadway Improvements



# River Road Corridor

## EmX Alternative: Pedestrian and Bicycle Improvements



These maps are illustrative, and do not include all capital improvements. Refer to Appendix A for detailed design drawings for each corridor.

