



MovingAhead

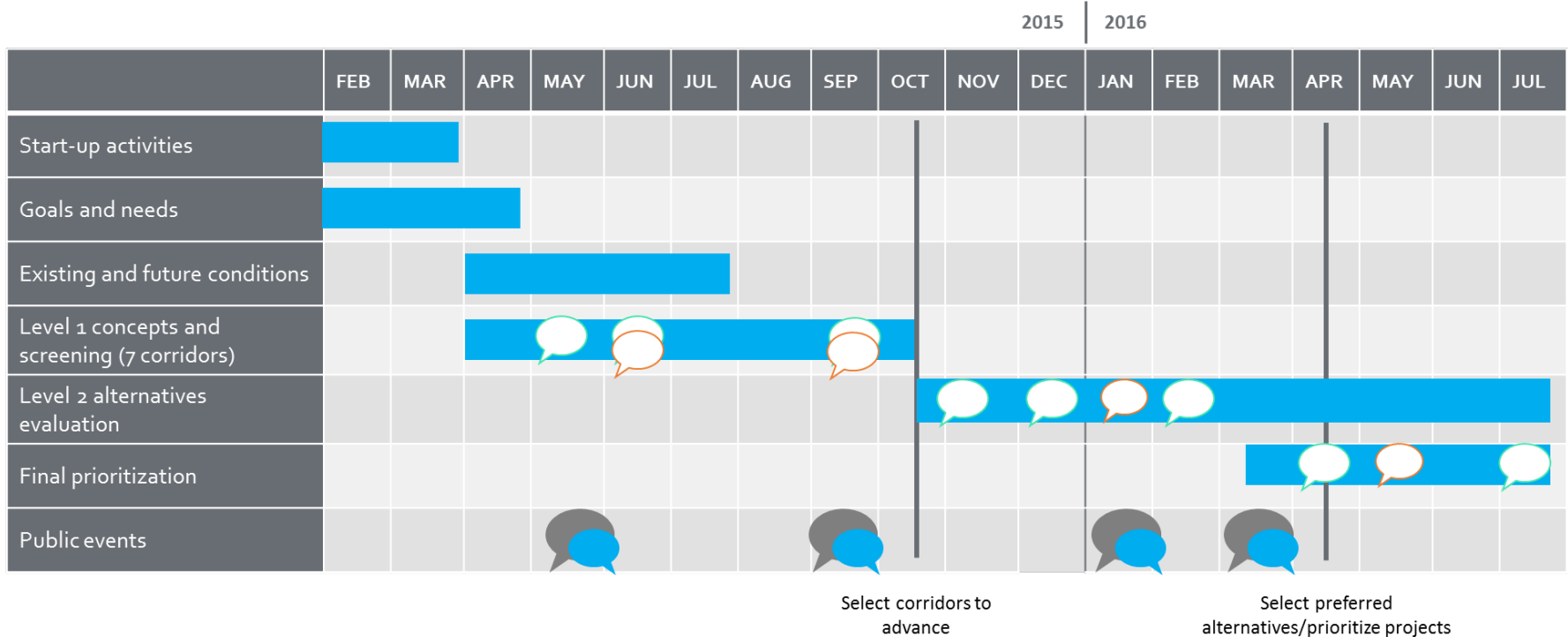
STREETS AND PLACES REIMAGINED

Oversight Committee

Meeting #2
September 23, 2015

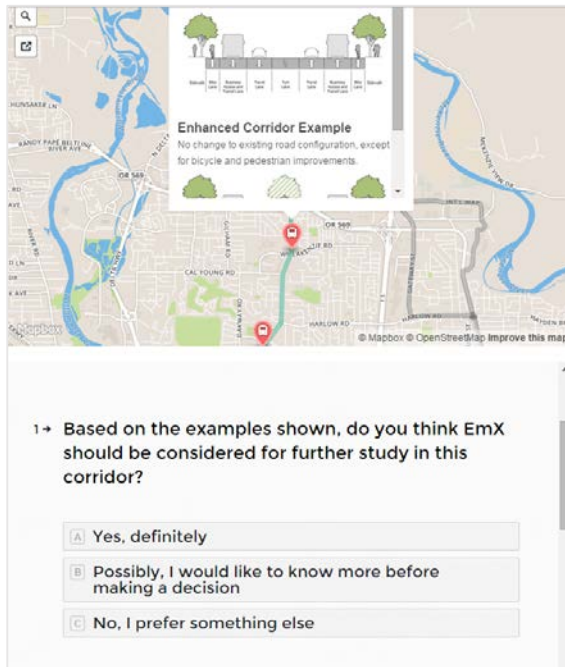


MovingAhead Timeline



- Public Event
- Sounding Board
- Oversight Committee

Public outreach



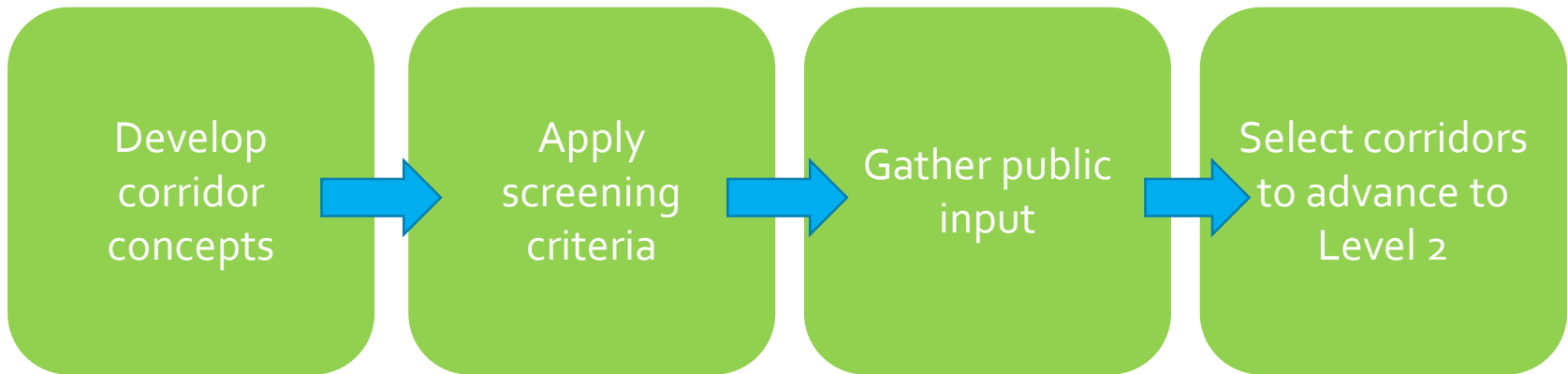
Online tool illustrated concepts and offered opportunity to provide input

- Project team has attended over 20 events throughout the city this summer
- **372** responses collected from the online survey
- **40+** people attended an open house on September 14
- Sounding Board discussed Level 1 evaluation on September 1

Concepts

- These were reviewed during Oversight Committee meeting #1
- Developed 14 concepts for 6 corridors based on public input
- Corridor alternatives advanced to Level 2 will be refined and will likely combine elements from these concepts

Level 1 screening process



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

Input summary: Online and in-person open house – EmX

	Do you think EmX should be considered for further study in this corridor? (%)		
	Yes	Possibly	No
Coburg Road	62	14	22
Valley River Center	n/a		
River Road	66	19	15
Highway 99	60	21	13
MLK, Jr. Blvd	40	24	24
30 th /LCC	43	25	23

Input summary: Online and in-person open house – Enhanced Corridor

	Do you think Enhanced Corridor options should be considered for further study in this corridor? (%)		
	Yes	Possibly	No
Coburg Road	61	16	15
Valley River Center	30	37	22
River Road	53	22	19
Highway 99	45	32	17
MLK, Jr. Blvd	49	16	16
30 th /LCC	51	28	17

Input summary: Online and in-person open house

- Most support for EmX in River Road, Coburg Road, and Highway 99 corridors.
- Enhanced corridor options were supported for all corridors except the Valley River Center Corridor.

Other comments

- Improved crossings are needed in all corridors
- East-west transit connections are also important
- Safety for all users is very important
- Be sensitive to business access

Sounding Board

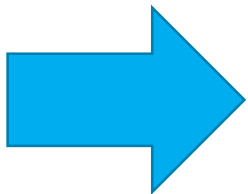
- Supported further study of EmX:
 - River Road Corridor
 - Highway 99 Corridor
 - Coburg Road Corridor
 - 30th/LCC Corridor
- Supported studying an Enhanced Corridor on Martin Luther King, Jr. Boulevard.
- Supported not advancing the Valley River Center Corridor as part of MovingAhead.
 - Could be advanced separately through City or LTD capital improvement programs.

Recommendation

- Advance for further study of EmX and Enhanced Corridor:
 - River Road Corridor
 - Coburg Road Corridor
 - Highway 99 Corridor
 - 30th/LCC Corridor
- Advance for further study of Enhanced Corridor:
 - Martin Luther King, Jr. Boulevard Corridor

Key steps to complete Level 1

- Oversight Committee recommendation today
- Joint City Council/LTD Board work session on September 28
- Eugene City Council meeting on October 12
- LTD Board of Directors meeting on October 21



Need agreement on the corridors and transit alternatives (EmX or Enhanced Corridor) to advance