



**MovingAhead**

STREETS AND PLACES REIMAGINED

# Oversight Committee

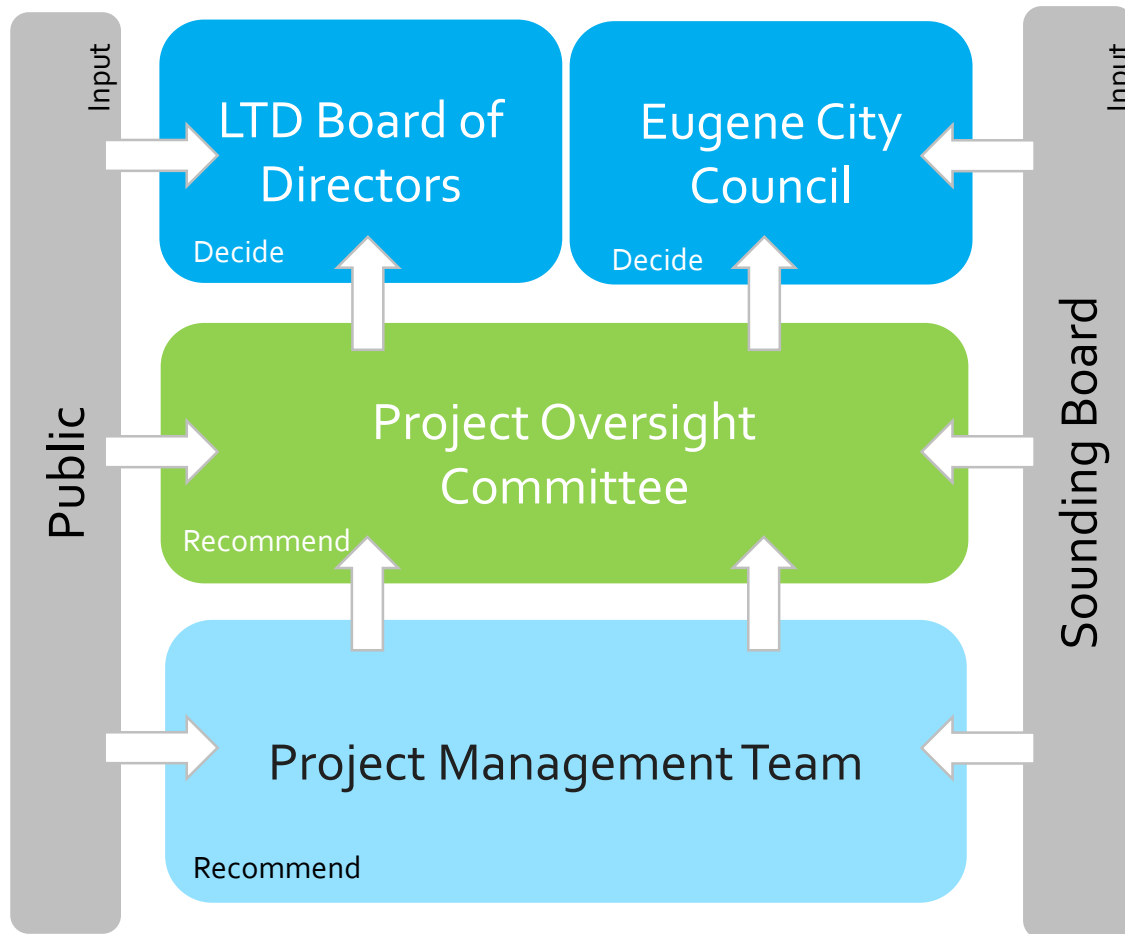
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Meeting #1

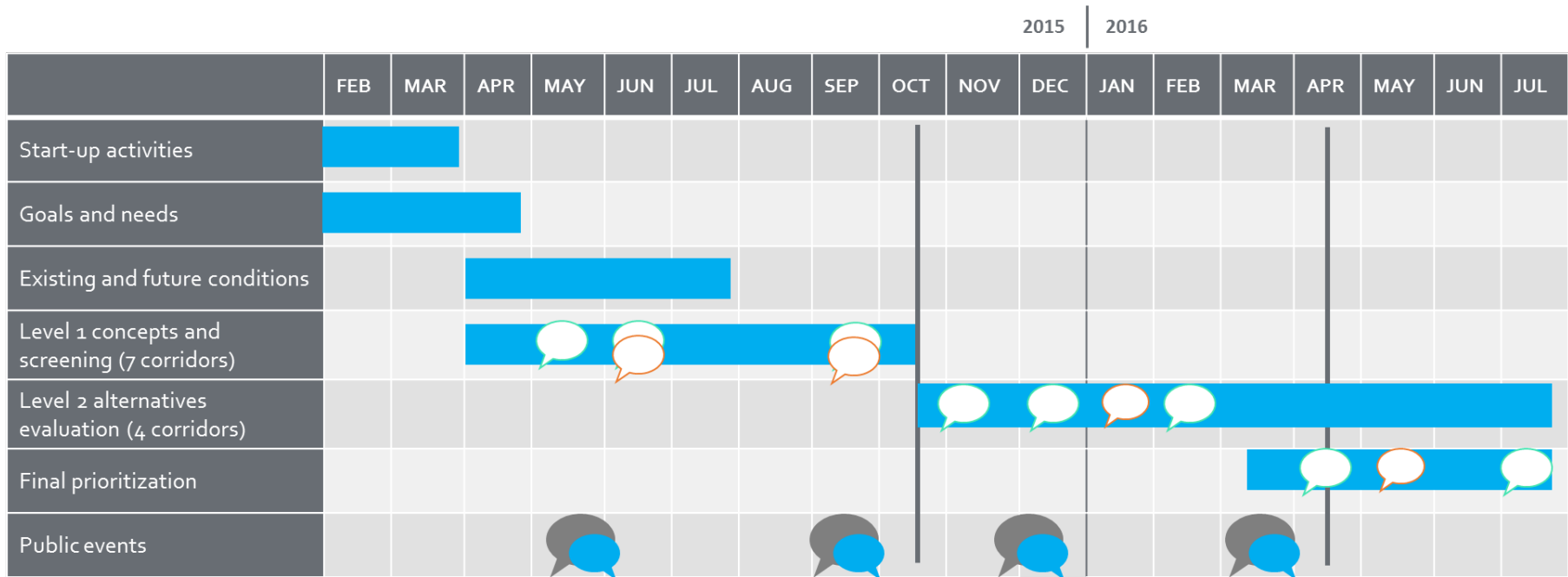
June 29, 2015



# Chartering: Decision-making process






# MovingAhead Timeline



Select 4 corridors to advance

Select preferred alternatives/prioritize projects

-  Public Event
-  Sounding Board
-  Oversight Committee

# Purpose

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- Develop a Capital Investment Program that forecasts and matches projected revenues and capital needs over a 10-year period.
  - Balance desired multimodal transit corridor improvements with the community's financial resources.
  - Ensure the timely and coordinated construction of multimodal transit corridor infrastructure.
  - Eliminate unanticipated, poorly planned, or unnecessary capital expenditures.
- Identify the most economical means of financing multimodal transit corridor capital improvements.
- Establish partnerships between Lane Transit District (LTD), City of Eugene, and other local agencies that prioritize multimodal transit infrastructure needs and promote interagency cooperation.
- Ensure that multimodal transit corridor investments are consistent with local comprehensive land use and transportation plans.

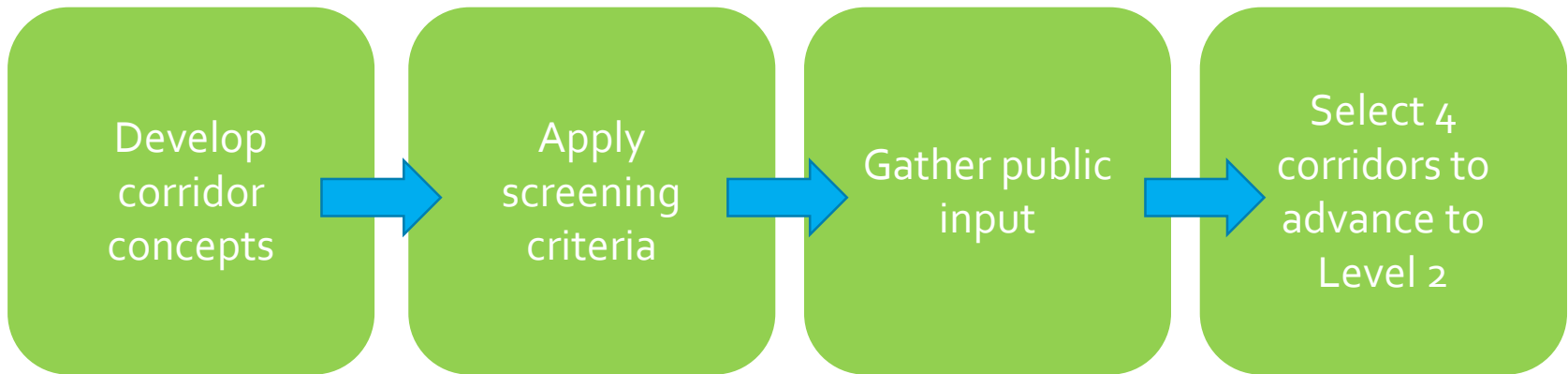
# Need

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- LTD's and the region's commitment to implementing the region's vision for bus rapid transit in the next 20 years consistent with the RTP that provide the best level of transit service in a cost effective and sustainable manner.
- Need for streamlined environmental reviews so that they leverage system-wide analysis.
- Need to build public support for implementation of the system-wide vision.
- Selection of the next EmX/Frequent Transit Network (FTN) corridors is based on long-range operational and financial planning for LTD's service.

# Level 1 screening process

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# Level 1 screening criteria

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- Costs (capital and operating costs) and ridership
- Connectivity with bike, pedestrian, and roadway projects
- Future delay for transit in mixed traffic
- Proximity to future redevelopment sites
- FTA's Small Starts funding requirements
  - Total net capital cost is less than \$250 million
  - May include exclusive or non-exclusive bus right-of-way projects
  - Non-exclusive right-of-way requires "substantial investment"
- Community vision includes high capacity transit in corridor



# Corridor ideas

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# Level 1 Assumptions

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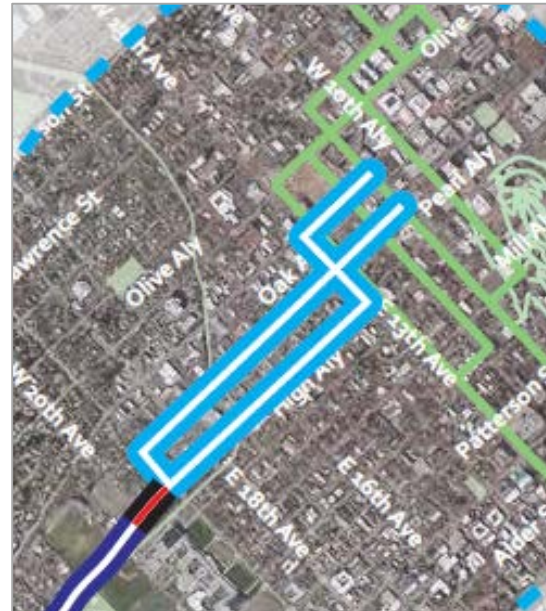
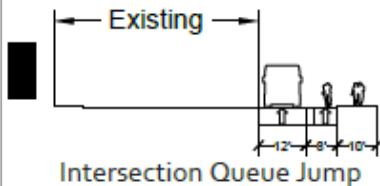
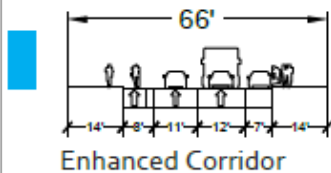
- All routes use 6<sup>th</sup>/7<sup>th</sup> Avenues and Oak/Pearl Streets in downtown
- All routes terminate at Eugene Station
- Concepts will not include new river crossings or modifications to existing bridges
- On freight routes, options will not reduce auto capacity

# How to read these maps

## Level of Transit Priority

-  Dedicated
-  Mixed flow
-  Dedicated / mixed

## Example Cross Sections



# Highway 99 Corridor

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- All options maintain 4 travel lanes
- Options include:
  - No Build Alternative
  - 2 EmX Alternatives
  - Enhanced Corridor Alternative

# Highway 99 Context

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Right-of-Way: 60-72'+



Barger Drive

Right-of-Way: 100-120'



Highway 99

Right-of-Way: 105'

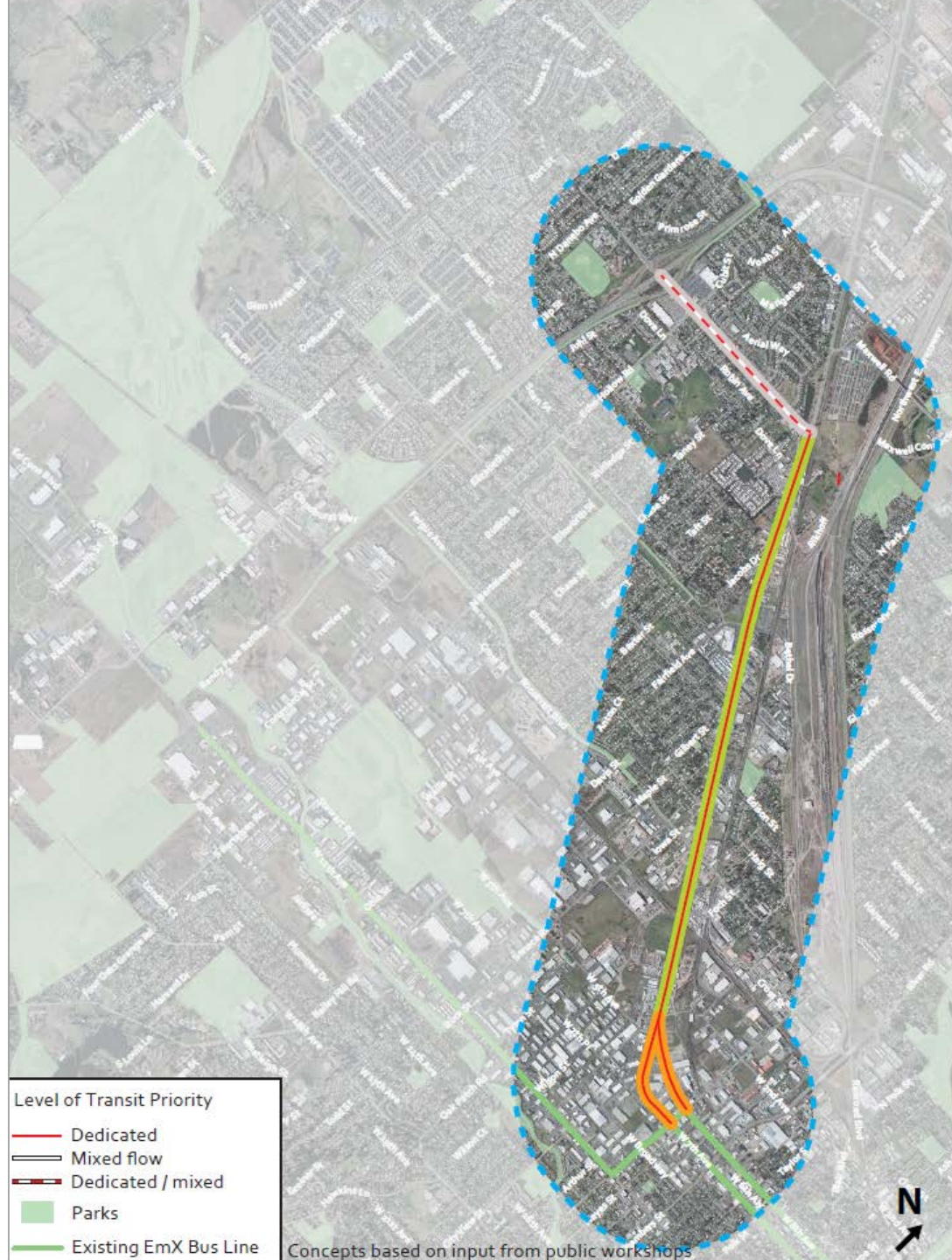


Right-of-Way: 95'



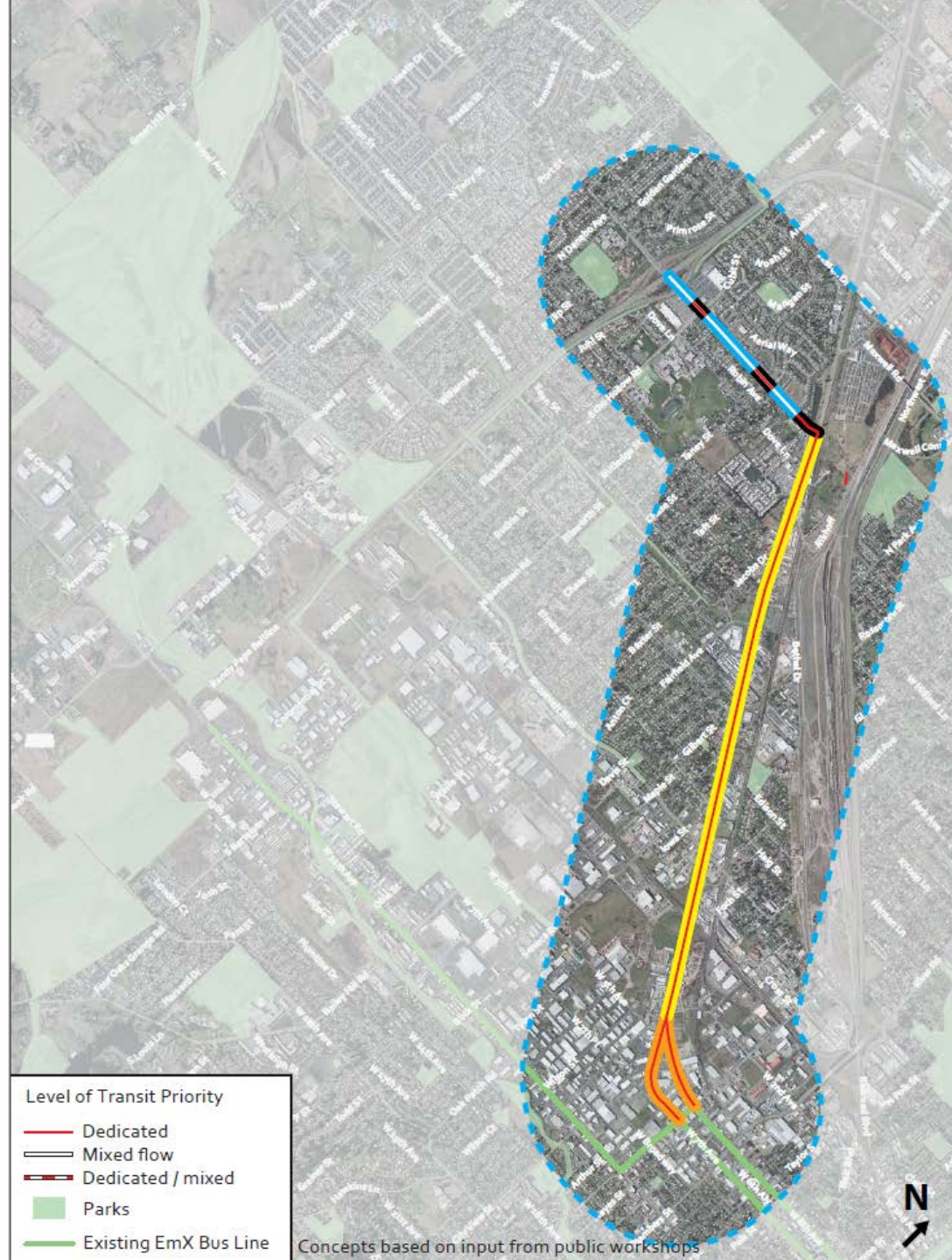
One-way segments

# Highway 99: EmX Example 1



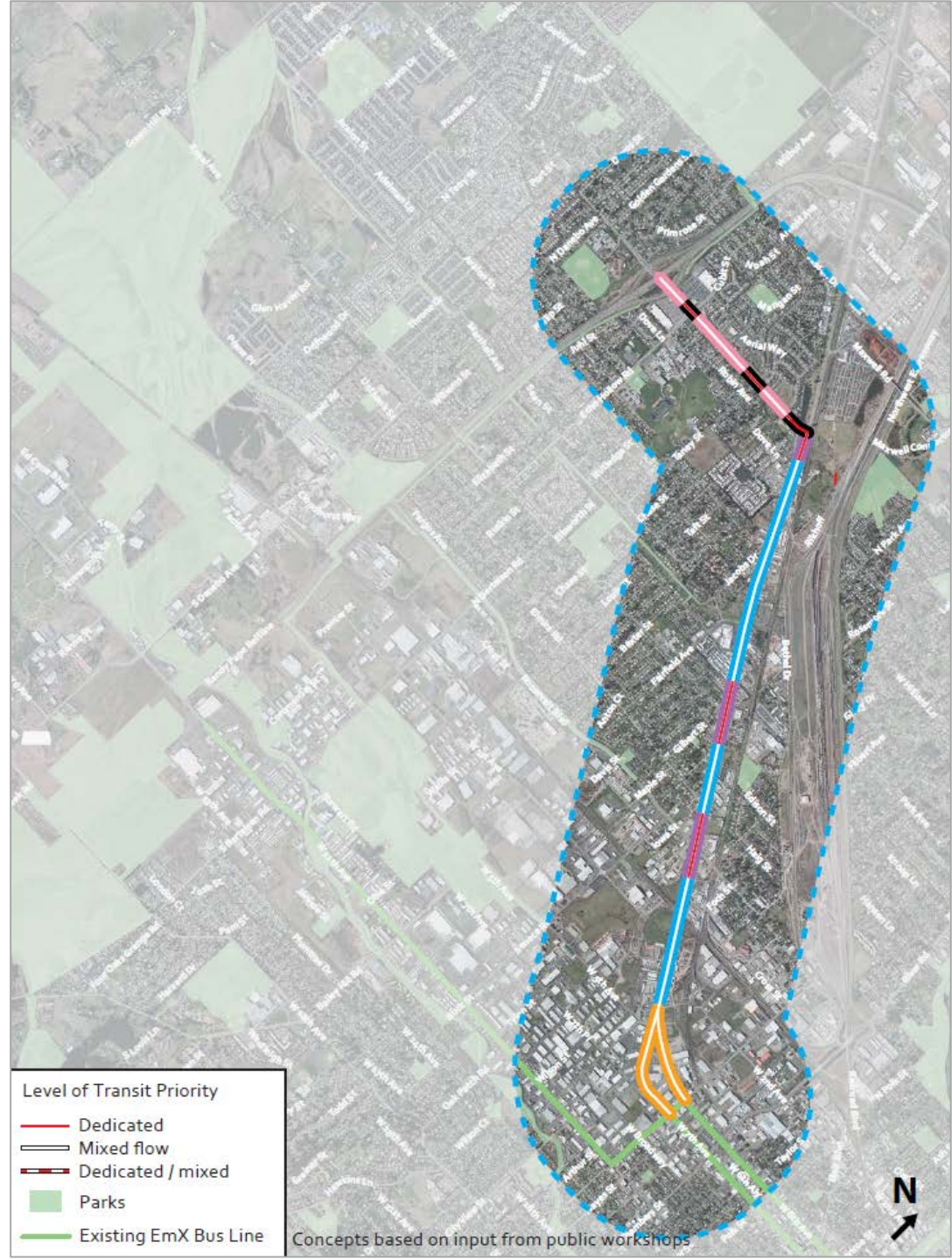


# Highway 99: EmX Example 2





# Highway 99: Enhanced Corridor Example





# River Road Corridor

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- All options maintain a 4-5 lane cross section
- Options include:
  - No Build Alternative
  - EmX Alternatives
  - Enhanced Corridor Alternative
- Assume terminus at Wilkes/Irvington for Level 1 with ability to look at other options later

# River Road Context

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Right-of-Way: 90 - 120'



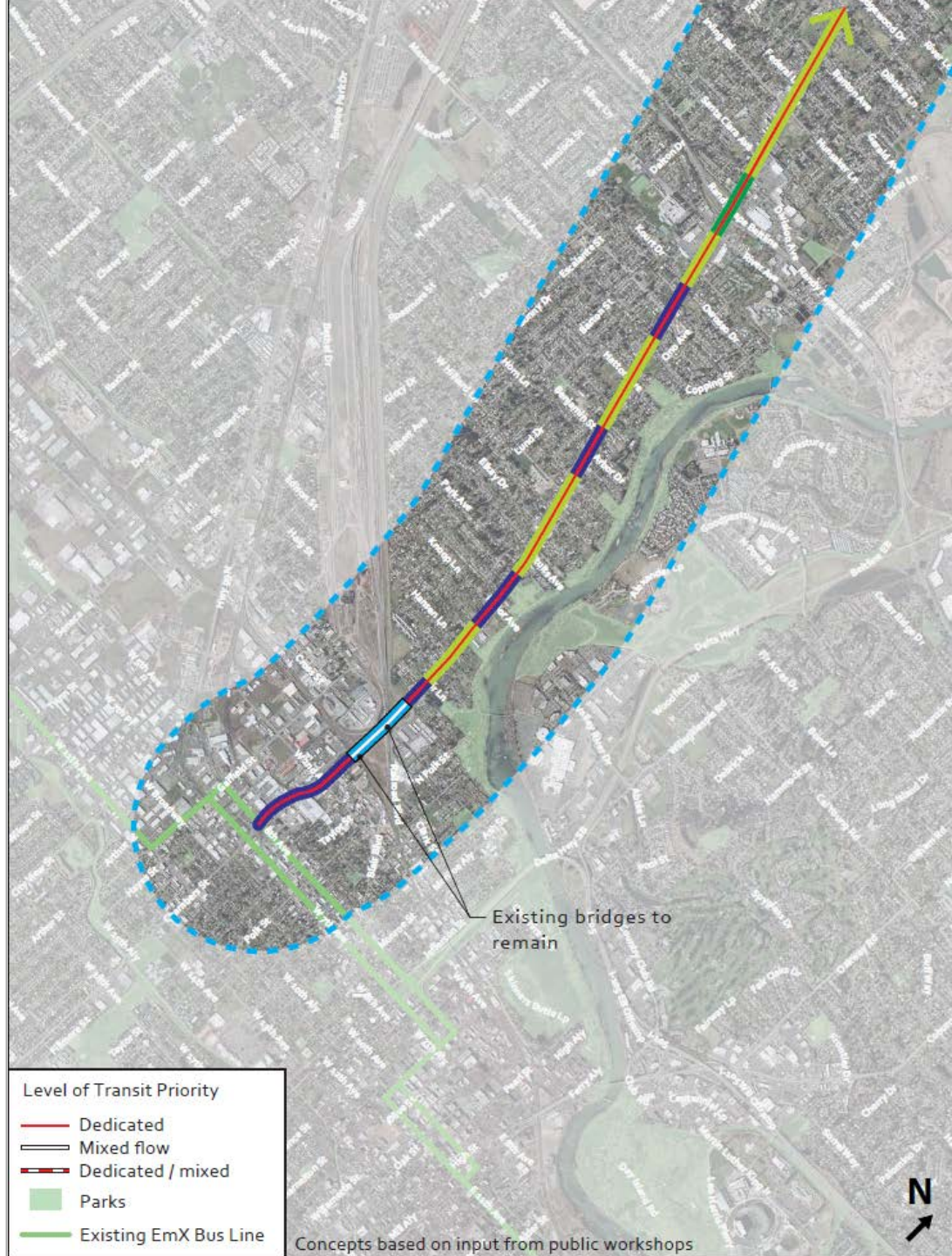
Most of River Road

Right-of-Way: 100'



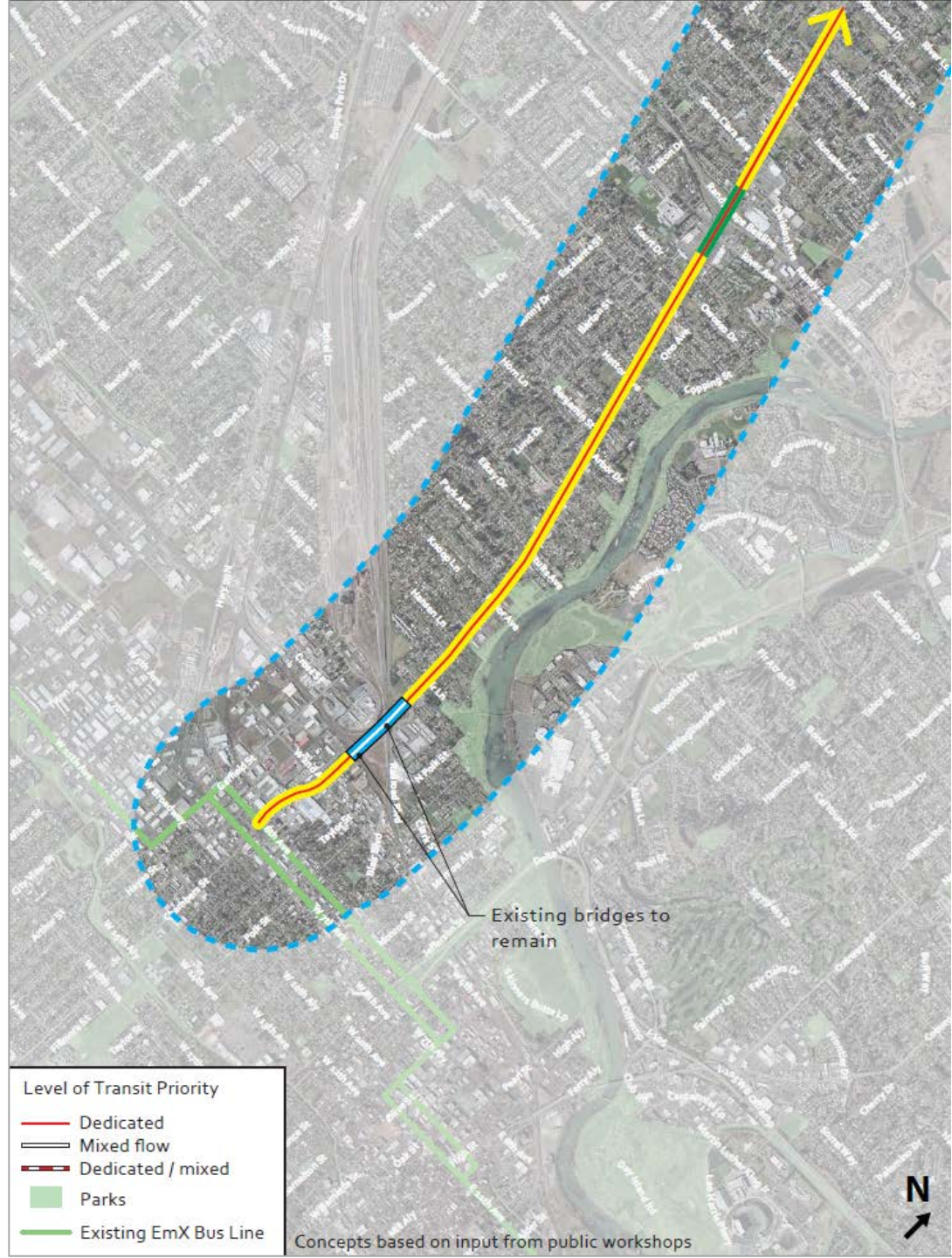
Near 6<sup>th</sup> and 7<sup>th</sup> Avenues

# River Road: EmX Example 1



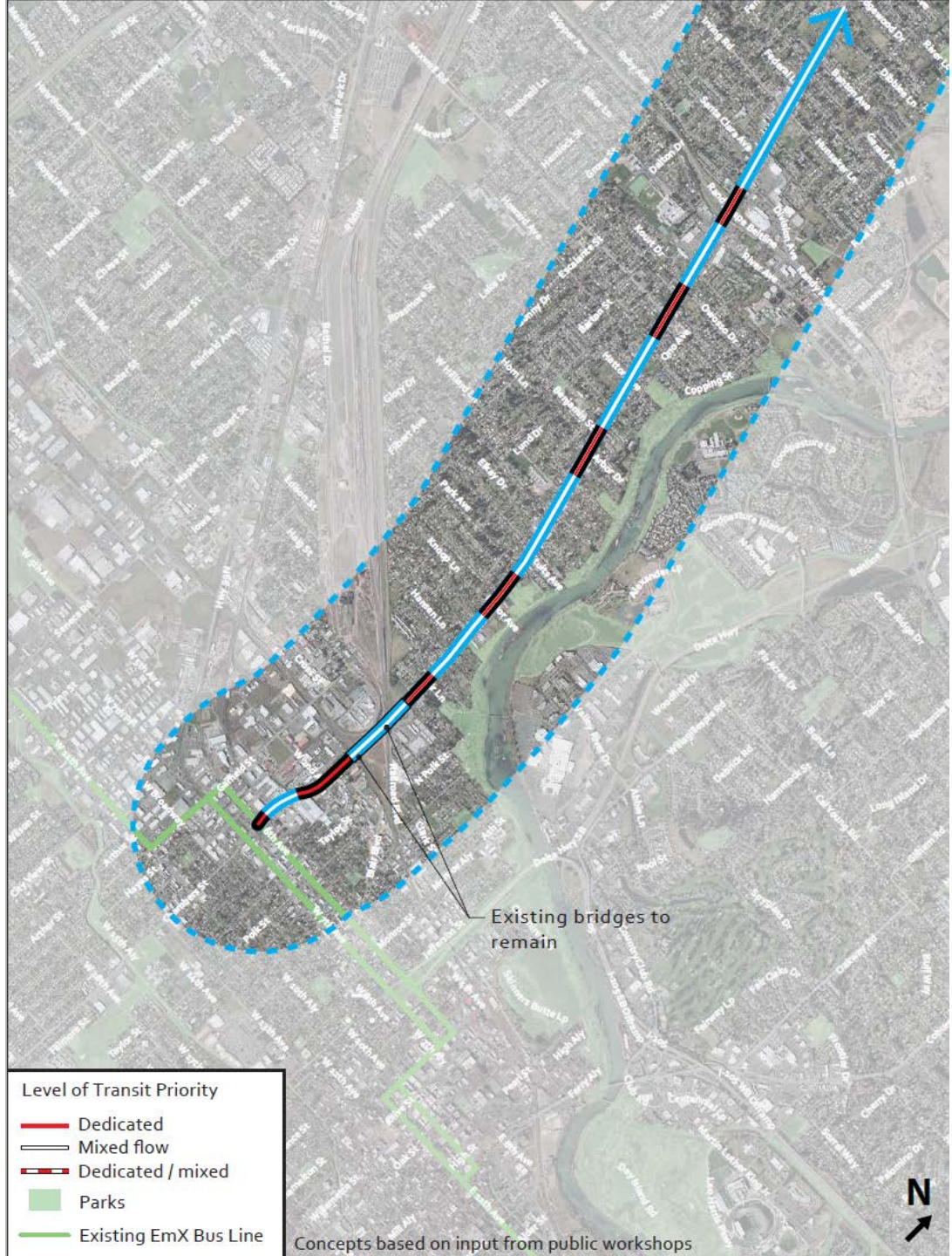


# River Road: EmX Example 2





# River Road: Enhanced Corridor Example



# Coburg Road Corridor

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- Cross sections vary
- Options include:
  - No Build Alternative
  - EmX Alternative
  - Enhanced Corridor Alternative

# Coburg Road Context

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Right-of-Way: 100'



At Oakmont Drive

Right-of-Way: 70-80'



Near Harlow

Right-of-Way: 85-95'



North of Beltline Highway

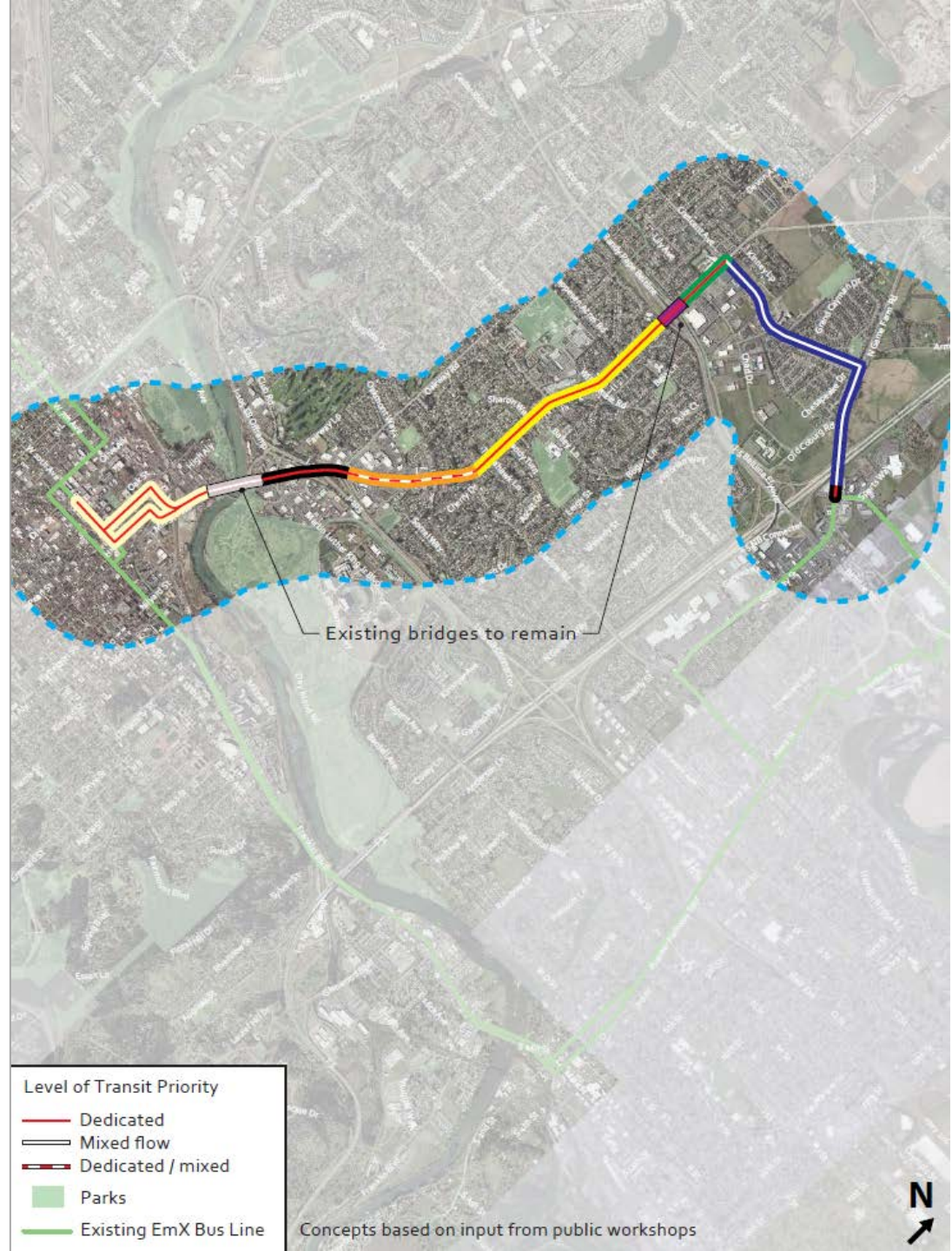
Right-of-Way: 80'



Crescent Avenue

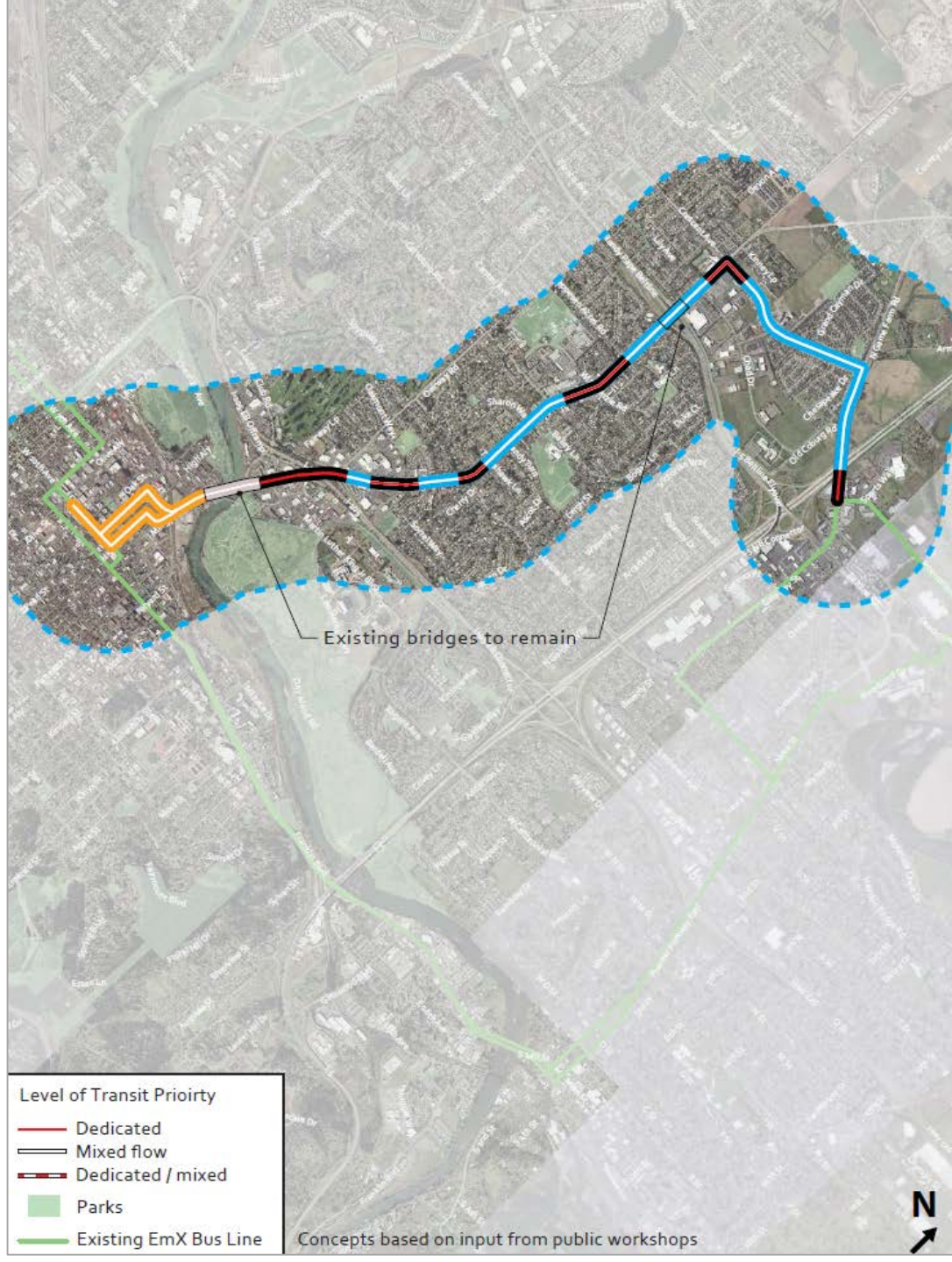


# Coburg Road: EmX Example





# Coburg Road: Enhanced Corridor Example



# Valley River Center Corridor

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- Cross sections vary
- Options include:
  - No Build Alternative
  - Enhanced Corridor Alternative
- Neither community input or technical analysis suggested need for EmX alternative



# Valley River Center: Enhanced Corridor Alternative



# Martin Luther King Jr. Blvd./ Centennial Blvd. Corridor

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- Cross sections vary
- Options include:
  - No Build Alternative
  - 2 Emx Alternatives
  - Enhanced Corridor Alternative

# Martin Luther King Jr. Blvd./ Centennial Blvd. Corridor Context

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Right-of-Way: 116'+



Near Autzen Stadium

Right-of-Way: 80'+



East of I-5

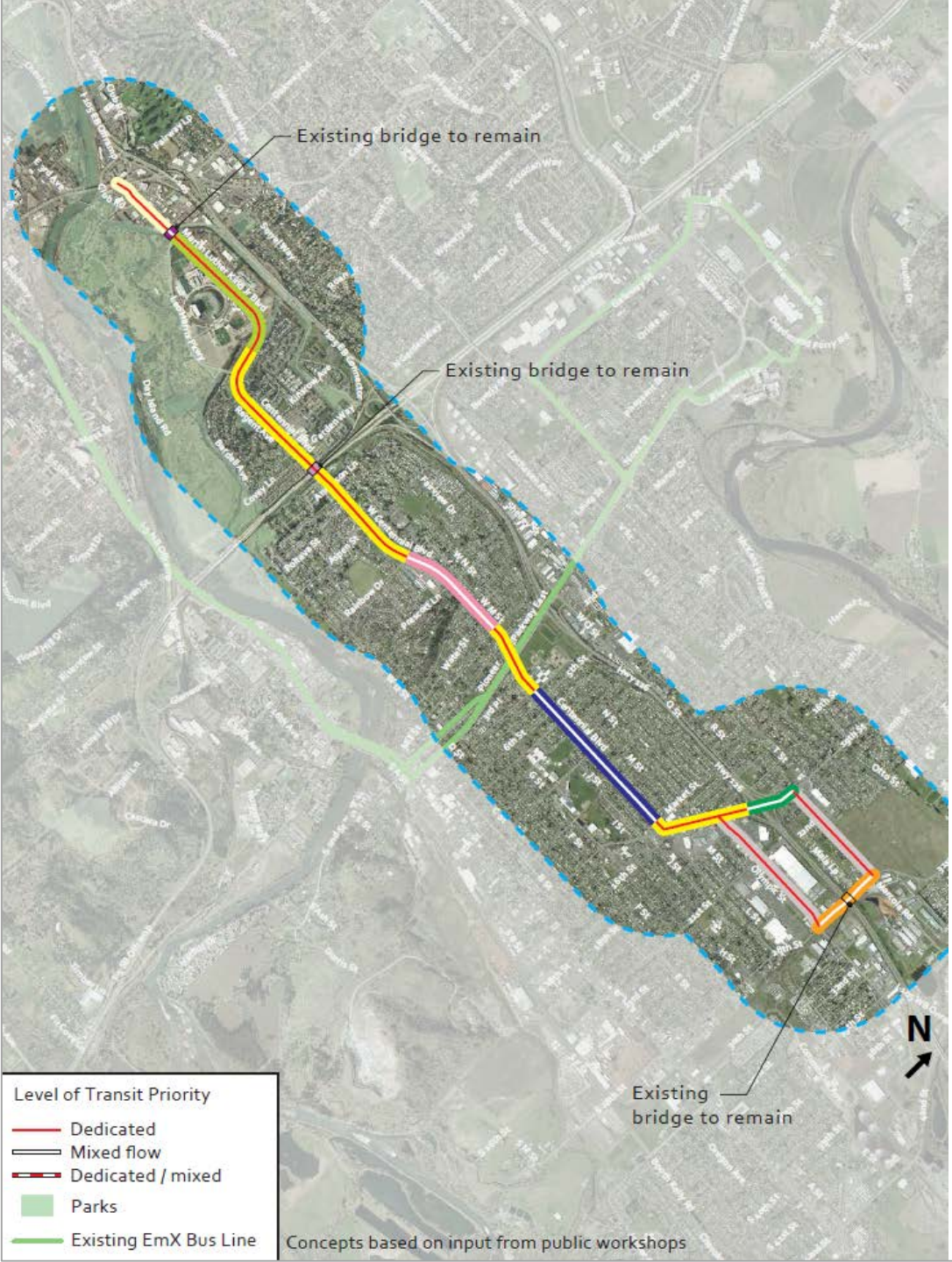
Right-of-Way: 80-90'



West of I-5

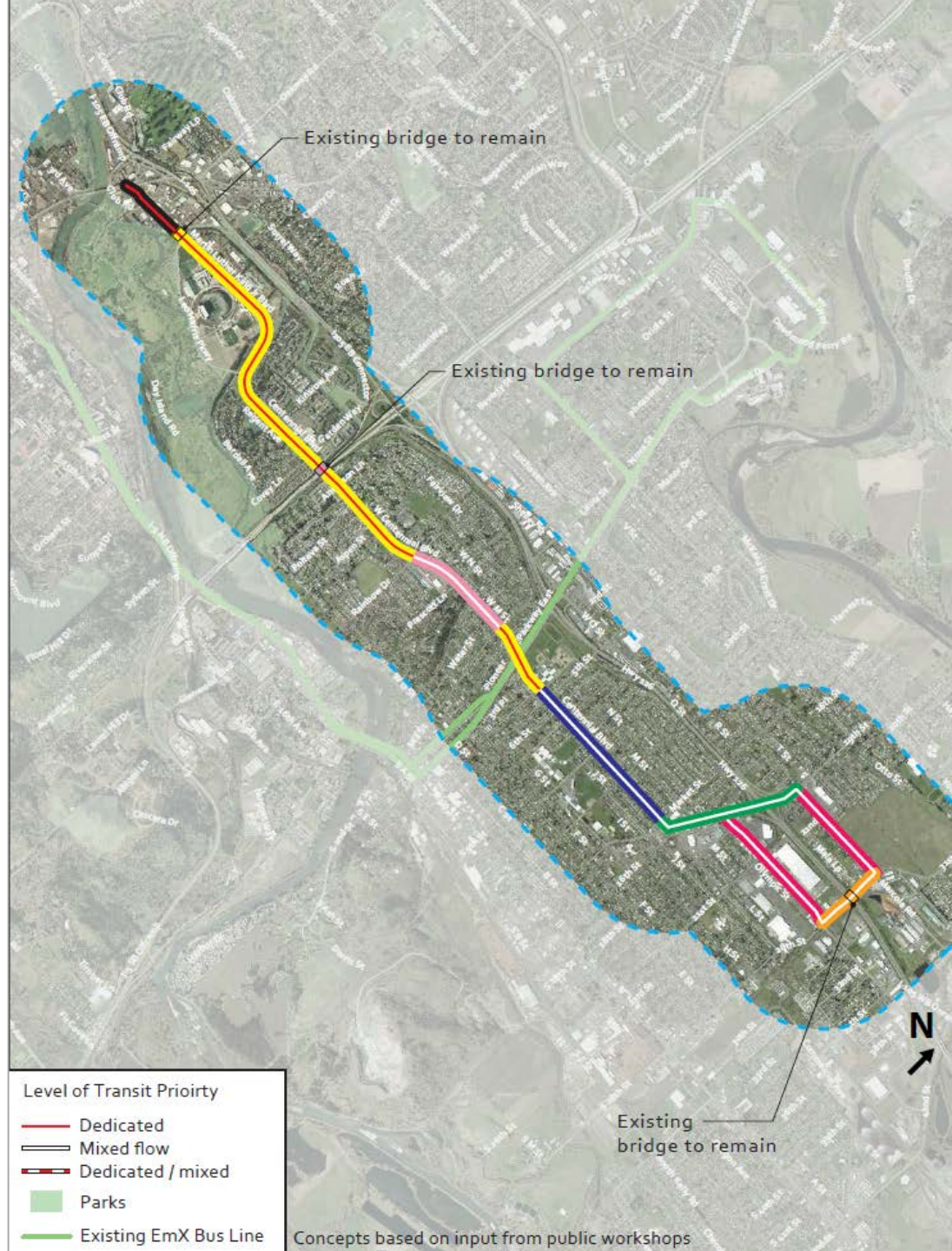


# Martin Luther King Jr./ Centennial: EmX Example 1



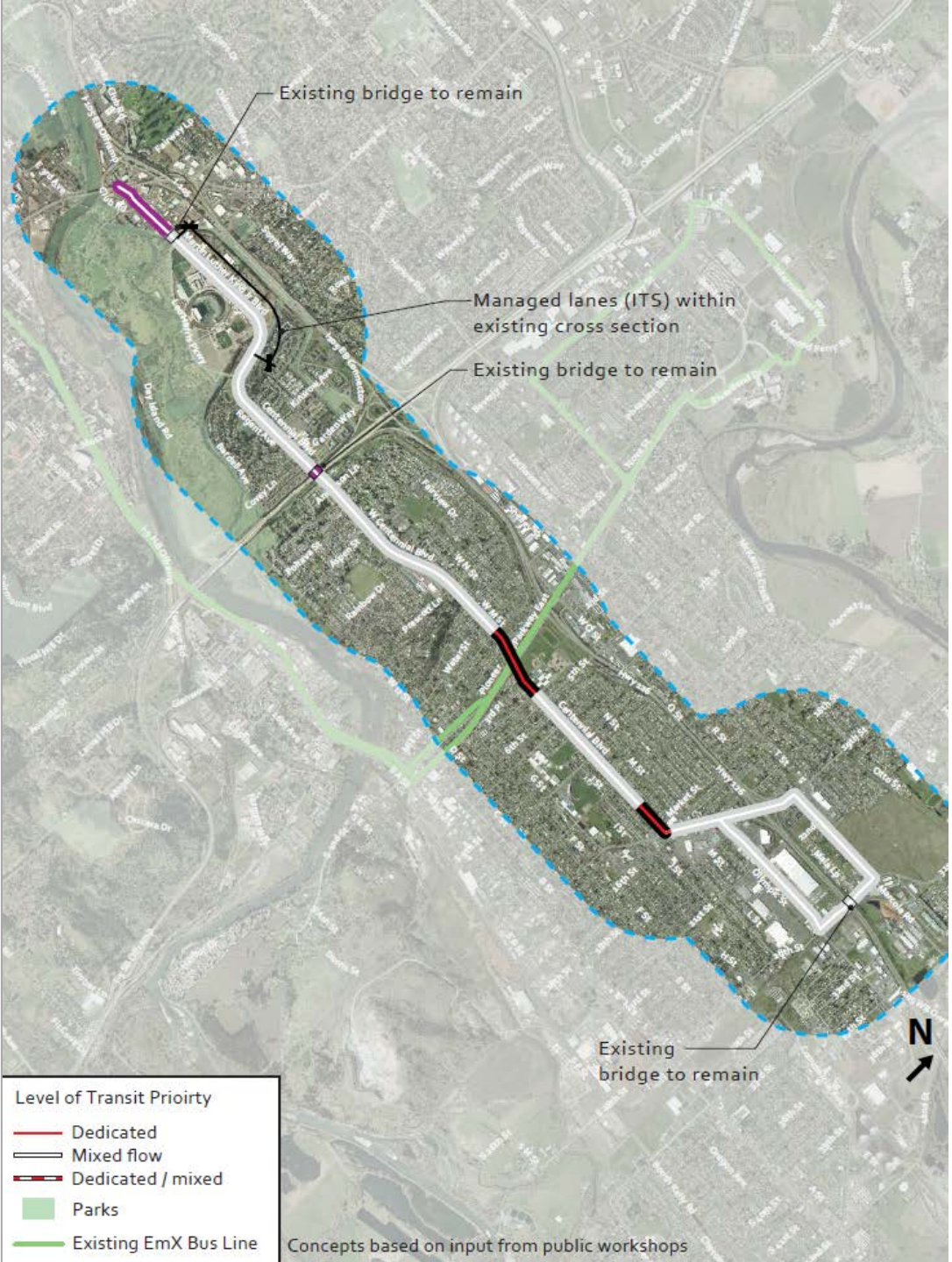


# Martin Luther King Jr./ Centennial: EmX Example 2





# Martin Luther King Jr./ Centennial: Enhanced Corridor Example





# 30<sup>th</sup> Avenue – Lane Community College Corridor

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- Cross sections vary
- Options include:
  - No Build Alternative
  - EmX Alternative
  - Enhanced Corridor Alternative
- All options use an enhanced corridor treatment south of Onyx Street
- Bike options on County-owned section could be considered in Level 2

# 30<sup>th</sup> Avenue – Lane Community College Context

Right-of-Way: 66-87'



Oak and Pearl Streets

Right-of-Way: 60-68'



Amazon Parkway

Right-of-Way: 90-100'



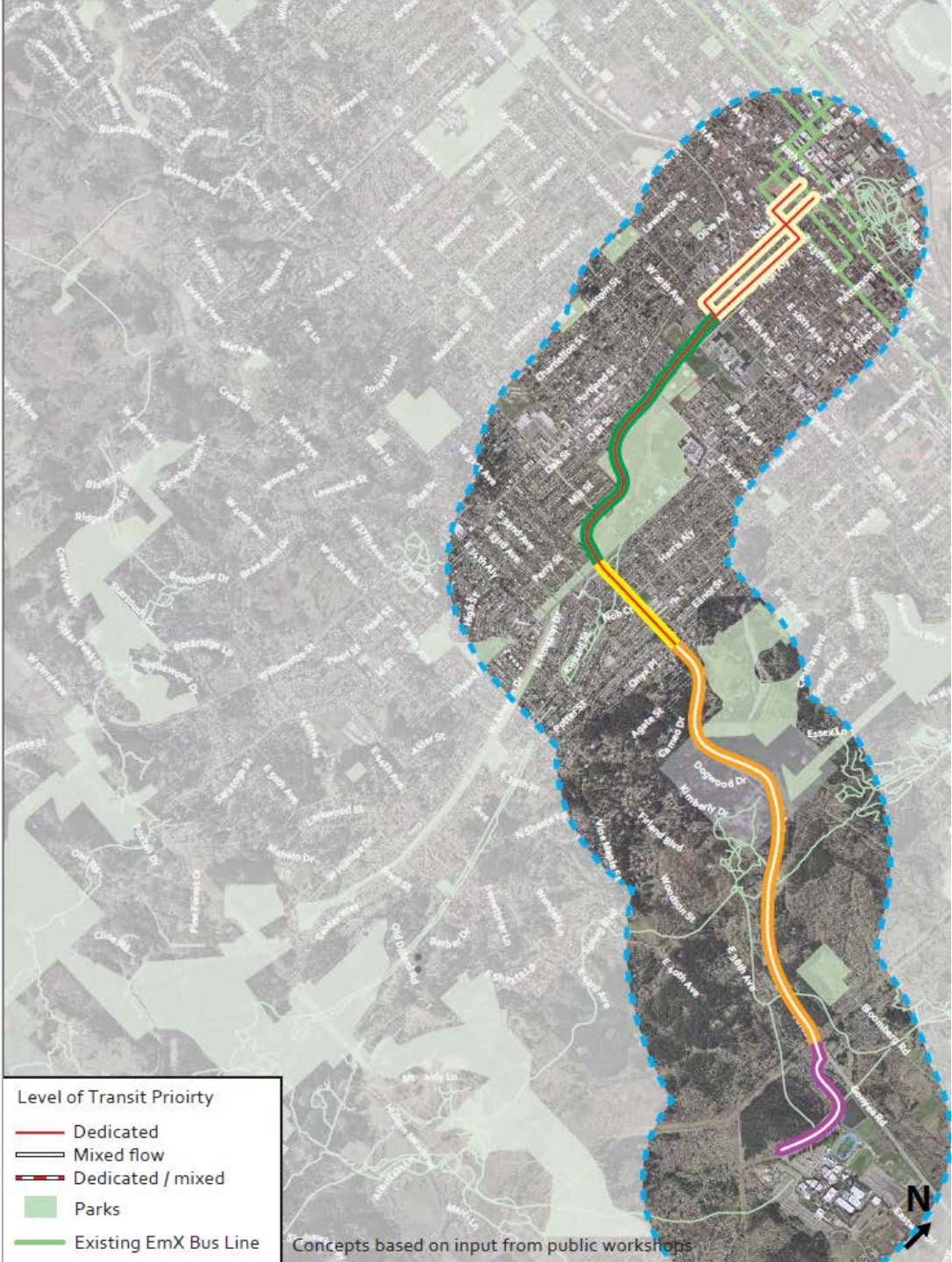
Near Hilyard

Right-of-Way: 120'+



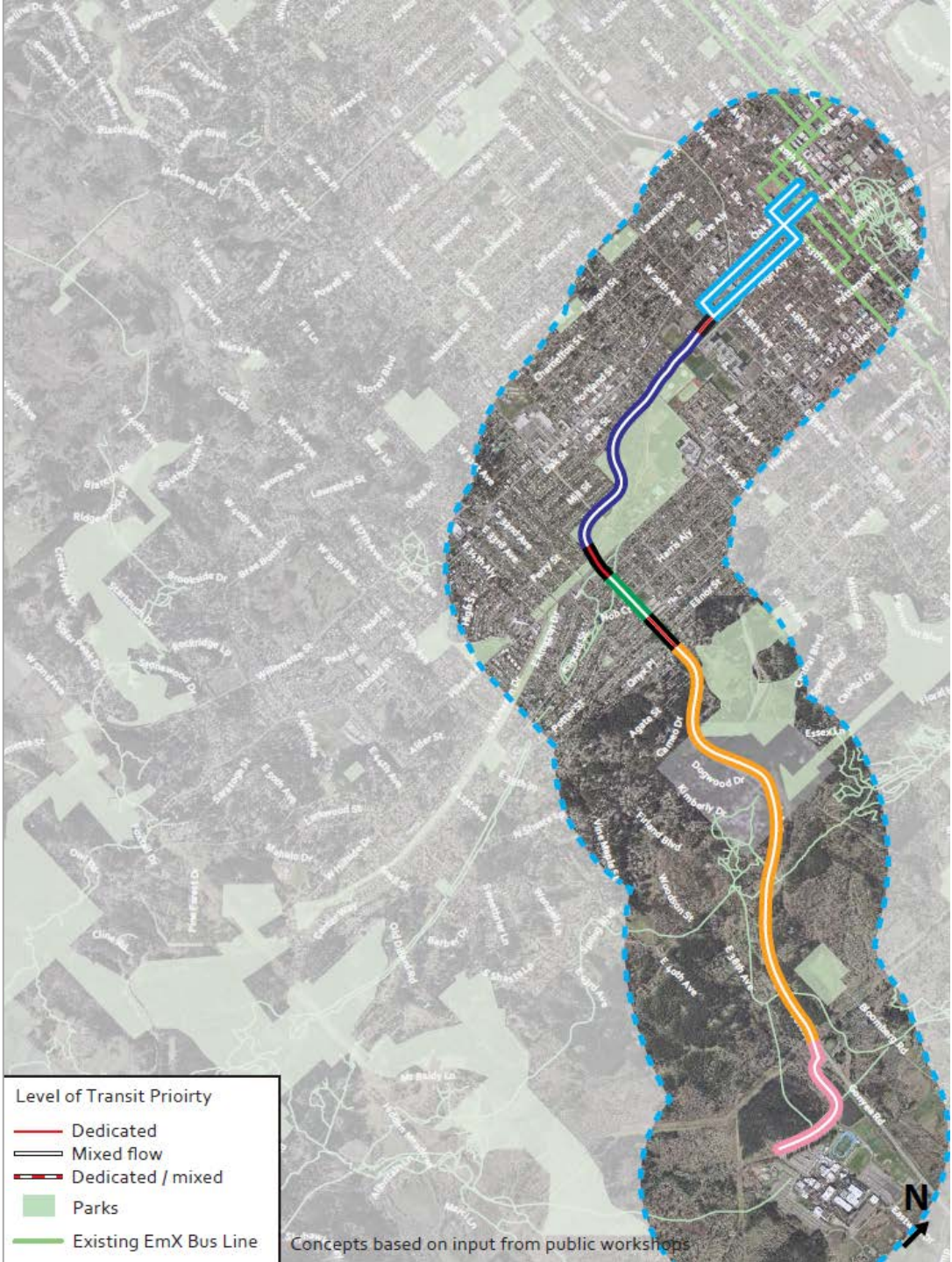
County-owned section

# 30<sup>th</sup> Avenue – Lane Community College: Emx Example





# 30<sup>th</sup> Avenue – Lane Community College: Enhanced Corridor Example



# 30<sup>th</sup> Avenue – Lane Community College: Bicycle facilities

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- Strong community interest in bike lane or other bike improvement on County-owned portion of 30th Avenue
- Consider if corridor advances to Level 2