



MovingAhead

STREETS AND PLACES REIMAGINED



Alternatives Analysis Report EXECUTIVE SUMMARY

A joint project of the City of Eugene and Lane Transit District

SEPTEMBER 2018



Acknowledgments

The City of Eugene and Lane Transit District gratefully acknowledge the efforts of every agency, committee, community organization, business and citizen who assisted in the development and evaluation of the MovingAhead project alternatives. A detailed list is included in the Alternative Analysis Report.

Partners



The City of Eugene



Lane Transit District

Agency Partners

Federal Transit Administration

Lane Council of Governments

Lane County

Oregon Department of Transportation

City of Springfield

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What is an Alternatives Analysis?

An Alternatives Analysis is a part of established transportation planning practice that uses in-depth analyses to understand the trade-offs behind different options and how they compare on a variety of criteria. It is also an important first step in securing federal funding for local projects.

An effective analysis answers critical project questions about each investment option, such as:

- What are the current and anticipated problems and opportunities that need to be addressed?
- What are the underlying causes of the problems?
- What changes are needed to achieve future goals?
- What are options for addressing the problems?
- What are the costs, impacts, and benefits of each potential solution?
- How can impacts be avoided or minimized?

The purpose of this alternatives analysis is to:

- Help select the best investments for each corridor that support local plans;
- Prioritize which corridor investments should occur first; and
- Identify realistic funding options.

Locally, the City of Eugene and Lane Transit District have a commitment to a public engagement process that supports informed decision-making that considers effects on people, our planet, and economic prosperity (the triple-bottom-line). Collectively, these efforts are a comprehensive approach to decision-making that support our community now and as we grow into the future.



**WHAT IS
MOVING AHEAD?**



MovingAhead

BUILDING A BETTER

TRANSPORTATION FUTURE

Eugene is growing – we expect 34,000 new people and 37,000 new jobs in our community by 2032. MovingAhead will help manage growth in a way that enhances our quality of life and reflects our shared community values.

MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District (LTD), regional agencies, and the Eugene-Springfield community. The purpose of the project was to determine what transportation investments are needed on some of our most important streets.

Driven by community needs and values, MovingAhead is built on community feedback and existing plans. MovingAhead is focused on creating active, vibrant places that are safe and accessible, that serve the community and economy, and that will accommodate future growth.

MovingAhead is about more than just transit: it considers a range of options for getting us where we need to go, whether we ride the bus, bike, drive, use mobility devices, or walk.

This document summarizes the Alternatives Analysis, a key step in the planning process. Based on previous community feedback, the MovingAhead team focused on five key corridors and identified the costs and benefits of various transportation investments for each. This analysis is a tool to help our community determine when and where to focus our investments over the next 10 years.

A funding plan will be developed that outlines how to implement these corridor investments and will consider all potential funding options and the timing of each to deliver the most efficient solution for each corridor.

At the conclusion of the project, the Eugene City Council and LTD Board of Directors will select a package of transit, walking, and biking investments across the five corridors that can be funded and built over the next 10 years. This list of prioritized investments will become a powerful tool for implementing local and regional land use, transportation, and community plans.

Project Goals

MovingAhead’s ultimate goal is to create a 10-year investment plan for five key corridors in Eugene that will improve safety and accessibility for all modes of transportation - whether walking, biking, using a mobility device, taking the bus, or driving.

The project is also dedicated to ensuring that these investments help improve the overall quality of life of our community. To achieve this purpose and meet our community’s needs and values, the work has been guided by a set of overall Goals and Objectives.

The Purpose, Needs, Goals, and Objectives for MovingAhead were developed based upon community values that were articulated in existing local policies and previous planning efforts and refined through initial project outreach.

Goal 1 Improve multimodal transit corridor service



Improve transit travel time and reliability, minimize transfers, increase ridership, and improve access and safety for people walking, bicycling, and using mobility devices.

Goal 2 Meet current and future transit demand in a cost-effective and sustainable manner



Control costs while increasing transit capacity to meet demand. Leverage funding opportunities that provide a maximum return on investment. Minimize impacts to the environment.

Goal 3 Support economic development, revitalization, and land use opportunities for the corridor



Support and coordinate with other planned development and transportation projects and provide high-capacity transit that is consistent with the community vision. Minimize impacts to businesses and industry and improve transit so as to provide benefits to vehicles, freight, and emergency services.

Built on Past Planning

Envision Eugene is a community-based plan for accommodating new residents and jobs while protecting our quality of life and reflecting our shared values. A key element of Envision Eugene is a multimodal transportation system that provides mobility and transportation options while supporting compact urban development, sustainability, and affordable housing.

MovingAhead supports Envision Eugene by identifying the most important and cost-effective investments in multimodal transportation along our major streets.

MovingAhead also builds on the hard work of past planning efforts, including: Lane Transit District’s Long-Range Transit Plan; the Eugene 2035 Transportation System Plan (Eugene 2035 TSP); and the Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP).

Savannah

Neighborhoods

Mixed Transitional

Community Involvement

MovingAhead continues a tradition of proactive public engagement that supported the City’s Envision Eugene process.

MovingAhead aspires to implement the collective vision and ideas included in several existing plans, such as Envision Eugene and LTD’s Long-Range Transit Plan. These plans are the culmination of decades of community engagement and input. MovingAhead builds off these plans and continues the community conversation set forth from these earlier efforts.

Community involvement for MovingAhead got underway in 2015 with workshops to solicit input that informed the evaluation criteria and explored and identified which corridors should be advanced for further evaluation. During these meetings, the public shared what they knew about important destinations, barriers, desired transportation investments, and the importance of corridor features such as parking, trees, and sidewalks.

Feedback from these workshops, an online open house, and other public comments determined the five corridors and the three levels of investment options that have been evaluated in the Alternatives Analysis.

For more information about public feedback, refer to Chapter 2 of the Alternative Analysis report: “Outreach and Involvement.”



*“There should be **more separation of bike lanes and transit** all over to improve safety for all users.”*

*“I have concerns about **how access to business will be affected** by transit changes.”*

*“I would like to see **improved connectivity** between bike lanes and paved paths.”*

*“The **addition of EmX lanes** is good for Eugene and use will increase with growth.”*

What we heard

Public comments have generally encouraged further investment to support walking, bicycling, and taking transit. Corridor-specific comments provided detailed information on safety concerns and facility needs within each corridor that were incorporated into the development of each corridor option.



Investment Options

Public feedback and community conversations helped define three investment options that were considered within four of the five corridors (only two options were explored for MLK, Jr. Boulevard).

A low and high investment option looked at varying degrees of improvements, such as pedestrian and bicycle facilities, and transit enhancements, as well as improvements along the street like sidewalks, trees, and lighting. These were compared to what would happen without the MovingAhead project, referred to here as a “No-Build” option.

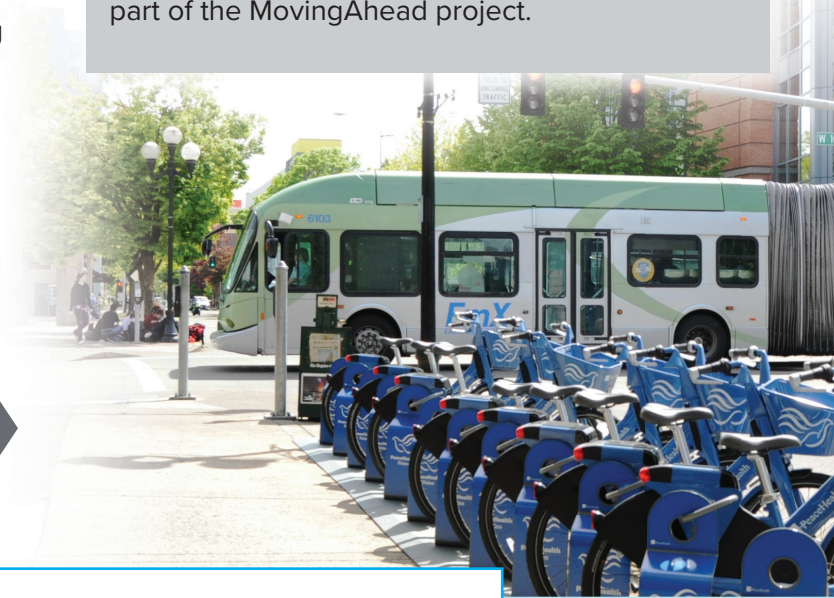
The “build options” refer to the Enhanced Corridor and EmX Alternatives that would provide for infrastructure or facility upgrades along the corridor. The No-Build Alternative would leave the corridor as it is.

No-Build Alternative

(No new investments at this time)



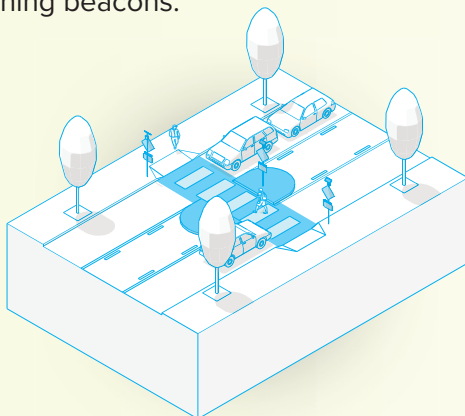
This option is helpful as a reference point to measure the relative benefits, costs, and impacts of the build alternatives. Under the No-Build option, the City and LTD would only make changes that are already planned as part of other projects. No additional investments would be made as a part of the MovingAhead project.



Toolbox for Enhanced Corridor and EmX Options

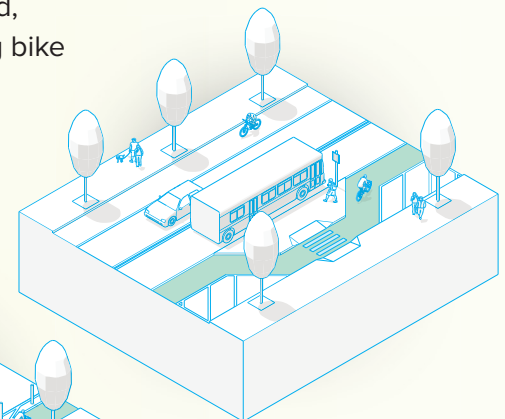
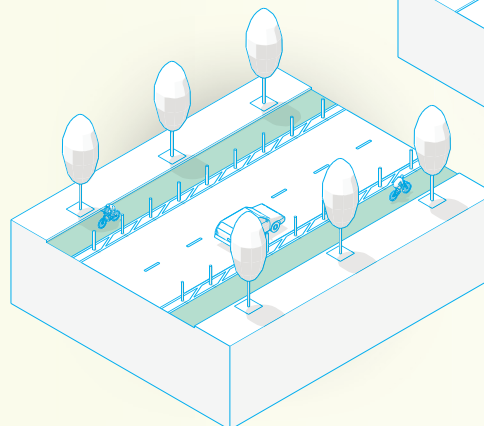
Upgraded and Enhanced Crossings

New crossings would generally be located at mid-block locations away from intersections and may include accessible ramps, pedestrian islands, striping, or flashing beacons.



Bicycle Improvements

Upgrades may include separated, protected bike lanes and routing bike lanes behind transit stations.



Enhanced Corridor Alternative

(Lower investment option)



Enhanced Corridor is a new concept for the Eugene-Springfield region and is intended to improve safety, access, and transit service without requiring major capital investments.

Key features include:

- Typically a bus every 15 minutes
- Consolidating the number of transit stops
- Transit signal priority at intersections
- Enhancing some bus stops
- Improving or building new pedestrian crossings
- Filling in gaps in the sidewalk network
- Adding accessible sidewalk ramps at intersections
- Improving or building new bicycle facilities
- Streetscape investments such as lighting and landscaping

EmX Alternative

(Higher investment option)



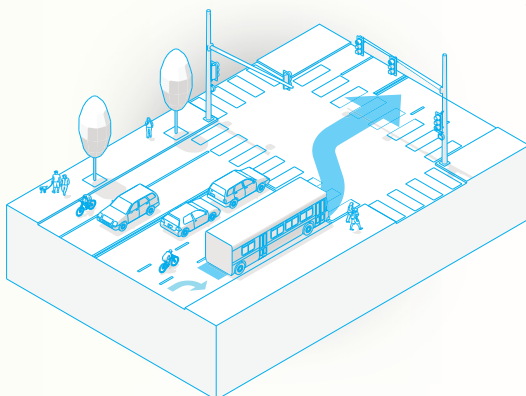
EmX is short for Emerald Express and is LTD's branded Bus Rapid Transit (BRT) service. EmX currently operates between the Gateway area and west Eugene serving downtown Springfield, downtown Eugene, and the University of Oregon.

Key features include:

- Typically a bus every 10 minutes
- Bus-only lanes in key locations
- Higher capacity multi-door transit vehicles
- Enhanced stations with raised platforms
- Off-board fare collection to allow multi-door boarding
- Transit signal priority at intersections
- Longer distances between stops
- More frequent and redesigned service to improve cross-town connectivity
- Greater investment in pedestrian, bicycle, sidewalk, and streetscape improvements than with the Enhanced Corridor options

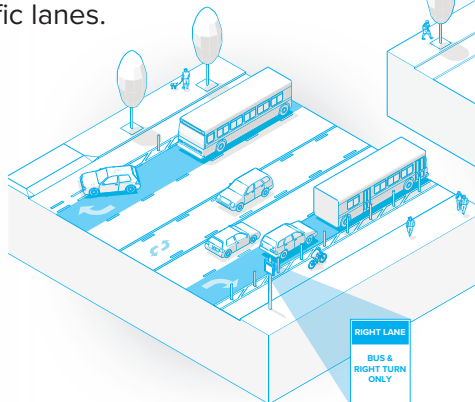
Transit Queue Jumps

Queue jumps reduce transit delay at signals and improve the efficiency of the transit system by allowing buses to proceed through signals ahead of other vehicles.



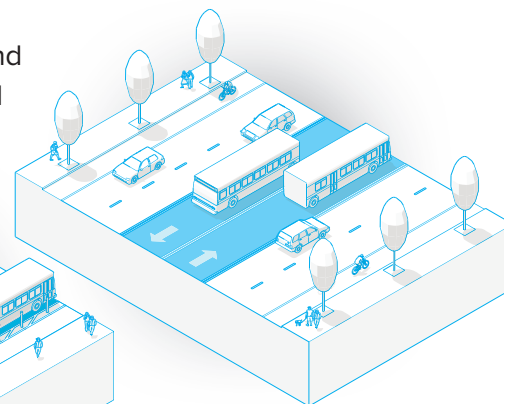
Business Access and Transit (BAT) Lanes

BAT lanes are reserved for buses and turning vehicles. These lanes allow access to businesses, improve transit reliability, reduce travel time, and remove buses and turning vehicles from the general traffic lanes.



Bus-Only Lanes

Bus-only lanes are reserved for transit and may be located in the middle of the street or adjacent to the curb.



Corridor Findings

MovingAhead takes a unique approach by comparing investment options within five corridors at once.

The project started with a list of 10 potential corridors that were then subject to an evaluation process to determine the best options for near-term investment.

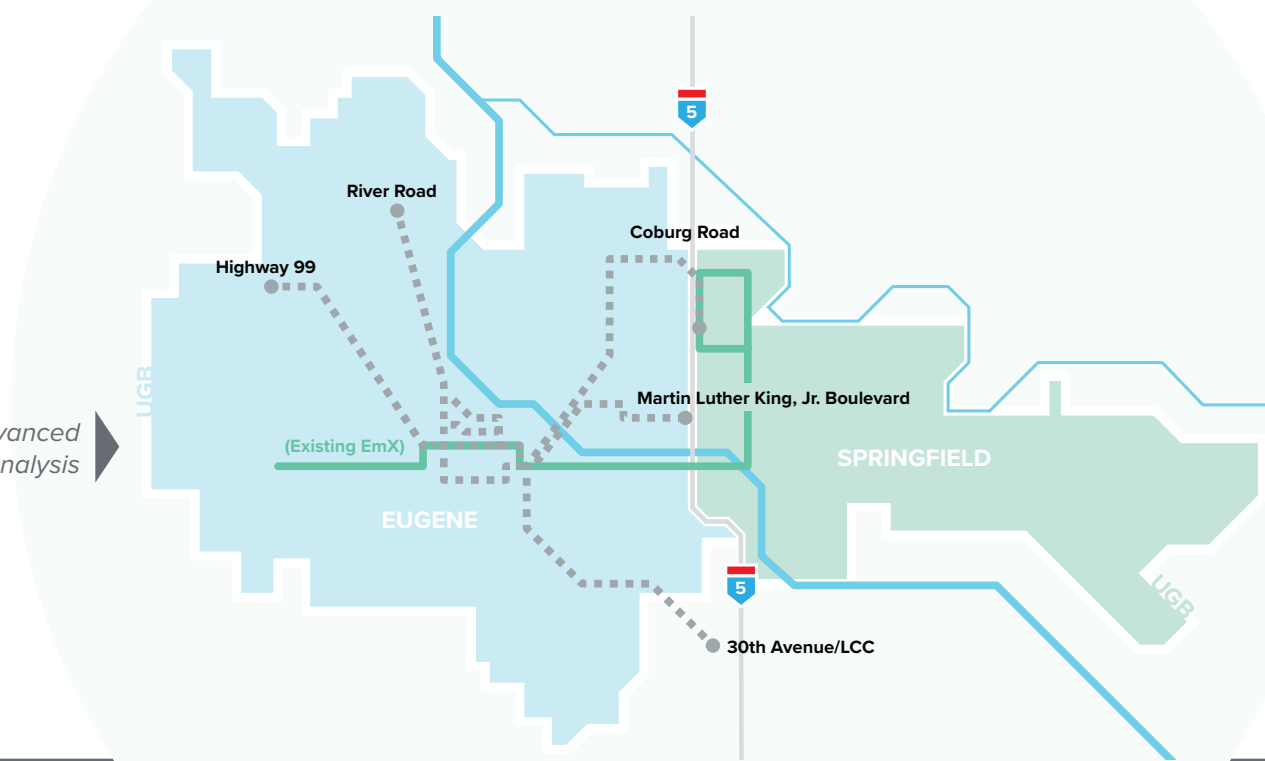
An initial review, called a **Fatal Flaw Screening**, removed alternatives that were not a priority for capital investments over the next 10 years. This was followed by a **Level 1 Screening** that more thoroughly evaluated the corridors based on public support and the project’s Purpose, Need, Goals, and Objectives.

Based on community input and technical analysis, five corridors and alternatives were deemed the most promising for near-term investment, and were advanced to the **Level 2 Screening** (Alternatives Analysis) described here.

Corridors Considered	Fatal Flaw Screening	Level 1 Screening	Level 2 Screening (Alt. Analysis)	
			Enhanced	EmX
Highway 99	✓	✓	✓	✓
River Road	✓	✓	✓	✓
Coburg Road	✓	✓	✓	✓
30th Avenue to LCC	✓	✓	✓	✓
MLK, Jr. Blvd/Centennial Blvd.	✓	✓*	✓	
Main Street-McVay Hwy	✓	✓*		
Valley River Center	✓	✗		
Randy Papé Beltline	✗			
18th Avenue	✗			
Bob Straub Parkway	✗			

* The Main Street-McVay Highway Corridor and the extension of the Martin Luther King, Jr. Blvd. corridor along Centennial Blvd. were advanced for consideration, but have been deferred pending completion of a separate study of safety improvements on Main Street.

Five corridors advanced to Alternatives Analysis





Evaluation Criteria

The alternatives within each of the five corridors were evaluated using various performance measures. The following criteria were determined to be most useful in differentiating between the alternatives.



Environmental Analysis

Seventeen environmental topics were evaluated as part of the Alternatives Analysis, including impacts and benefits to air quality, water quality, and natural resources. Generally, the studies found minimal differences between the corridor alternatives. (For more detail refer to the AA report Chapters 3-8.)

Cost

-  **Capital Cost** → Capital cost includes estimated costs for vehicles, design, construction, right of way, and project management.
-  **Operating Cost** → This is the estimated annual cost to operate and maintain the service. This includes paying operators, vehicle maintenance and fuel, as well as administrative and overhead costs.






Transit Performance

- +  **In Vehicle Transit Travel Time Savings** → This measure estimates how long it would take for someone to travel from the end of the line to Eugene Station during the afternoon peak hour.
- +  **Ridership Increase** → Annual transit ridership as projected for the year 2035 using the regional transportation model.


Bicycling & Walking

- +  **New Bicycle/Pedestrian Access & Safety Improvements** → This criterion is based on the amount of proposed investment in bicycle and pedestrian improvements in each corridor.

Property & Development Impacts


- +  **Support Development & Redevelopment** → This is an assessment of how well the alternative supports development and redevelopment as identified in adopted plans.
-  **Tree Impacts** → This criterion is based on the number of medium and large trees which may need to be removed.
-  **Number/Acreage of Acquisitions** → This criterion is based on the number and total acreage of properties that would potentially need to be purchased.
-  **Potential Property Displacements** → This measure indicates the number of residences or businesses that may be displaced as a result of constructing the project.
-  **Parking Impacts** → This criterion considers the amount of on-street and off-street parking that may need to be removed.

Jobs & Population

- +  **Existing Jobs & Population Served** → These estimates are based on the No-Build and Enhanced Corridor Alternatives providing transit that serves people working and living within ¼ mile of the corridor and the EmX Alternative serving people working and living within ½ mile of the corridor.

Ratings are coded by color to indicate how well they support project criteria.

 Supports Project Criteria

 Does not Support Project Criteria

Highway 99 Corridor

The Highway 99 Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown, then extends northwest along Highway 99 to Barger Drive, turning west at Barger Drive to terminate north of the intersection of Barger Drive and Cubit Street, east of the Randy Papé Beltline Highway.

Overview

Compared to the No-Build Alternative, the Enhanced Corridor and EmX Alternatives significantly decrease transit travel time (by 10 and 12 minutes, respectively) and would increase ridership more than any other corridor (by 111,000 and 267,000 annual trips, respectively). Both build alternatives would provide more frequent transit service.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.

Highway 99

5 1/2
MILES

What We Heard

- Pedestrian and bicycle crossings are presently unsafe, make the environment safer.
- Good Enhanced Corridor candidate because of anticipated long-term changes .
- Railroad yards are a major obstacle - Maxwell Road to Roosevelt Boulevard.
- Bus service is not frequent enough.
- Highway 99 is hard to cross for pedestrian/bikes.
- Lack of bike lanes north of Bethel Drive.
- Opposition to EmX Investments within the boundary of the Jefferson Westside Neighborhood (JWN).

Addressing Community Concerns

Both build alternatives provide new investments in bicycle and pedestrian connectivity and safety, including a bicycle and pedestrian bridge connecting the Trainsong Neighborhood to the Highway 99 Corridor. Both build alternatives would also represent an increase in the frequency of transit service along the Highway 99 Corridor.

To address JWN concerns, the EmX Alternative would be routed along 6th and 7th Street and no infrastructure improvements are proposed along 11th and 13th Street as part of the Enhanced Corridor Alternative.

Highway 99 Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	\$0.0M	\$38.0M	\$67.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.1M	\$2.8M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	10 min	12 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	111,000	267,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	14	40
Number/Acreage of Acquisitions	0/0	44/1.3	38/1.6
Potential Property Displacements ¹	0	0	0
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/50	0/53
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈29,000
Population	≈34,000	≈34,000	≈50,000

¹Mitigation measures would be used to avoid or reduce impacts

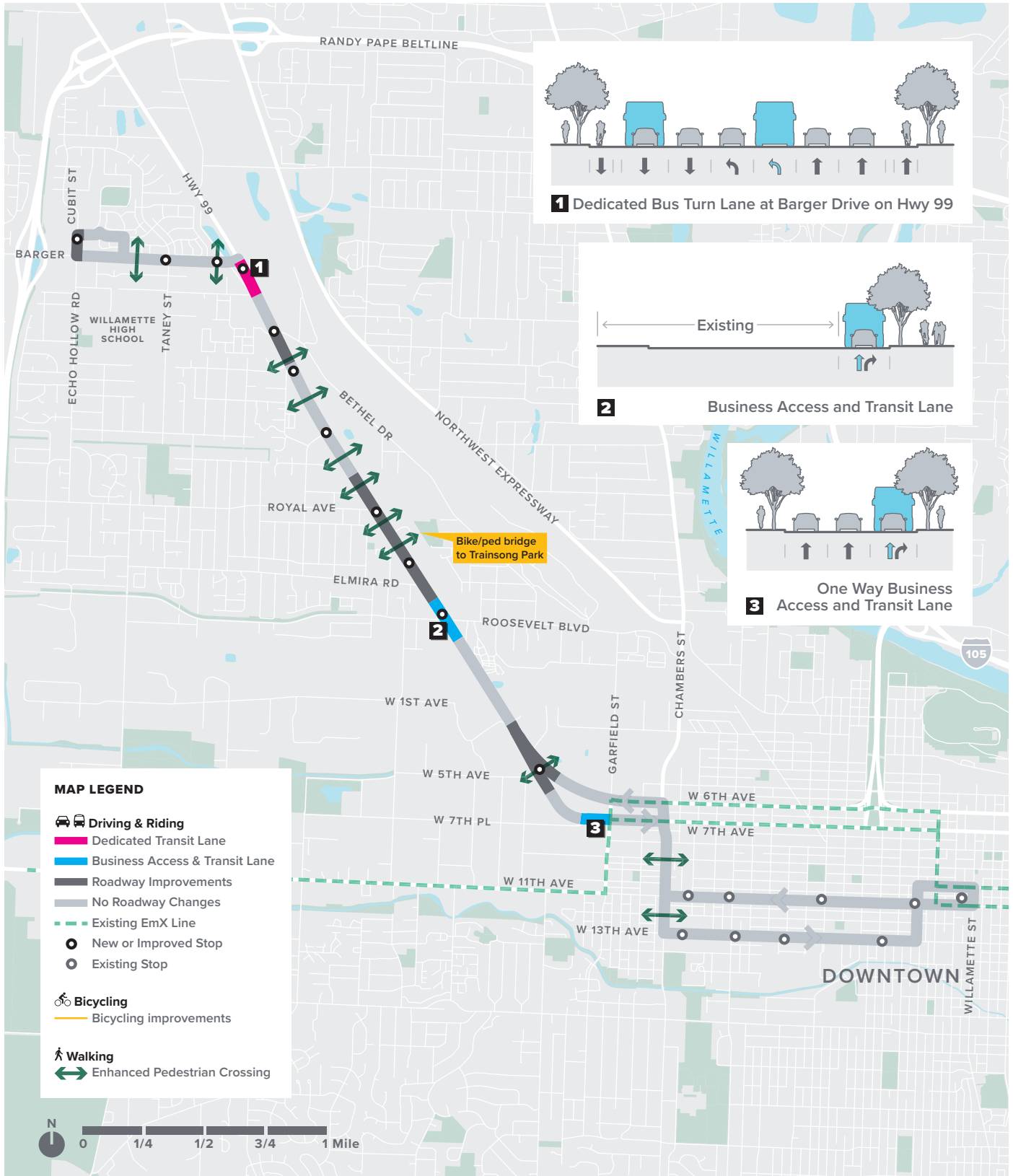
▲ Supports Project Criteria

▲ Does not Support Project Criteria

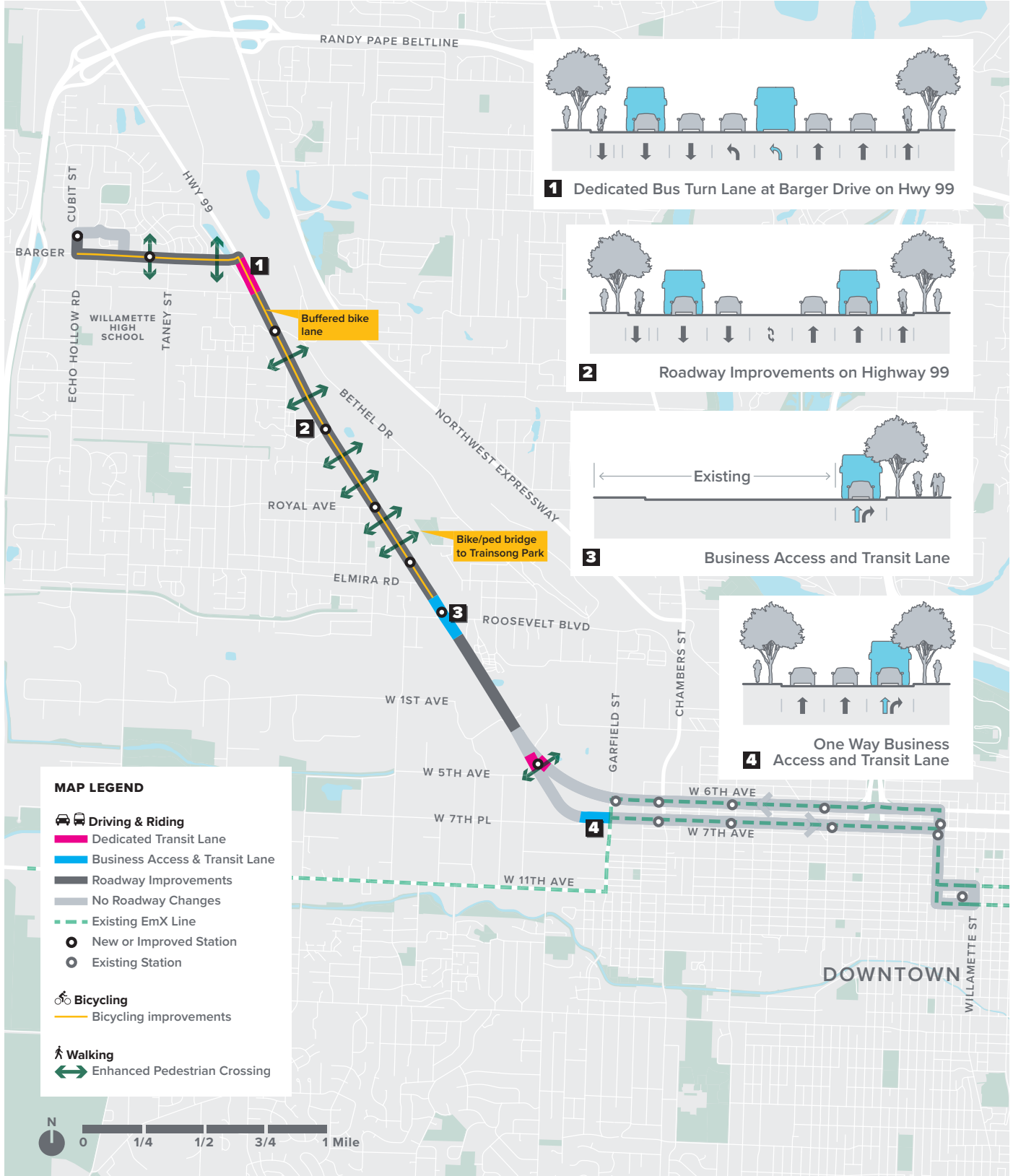
Highway 99 Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Highway 99 build alternatives.

Enhanced Corridor Alternative



EmX Alternative



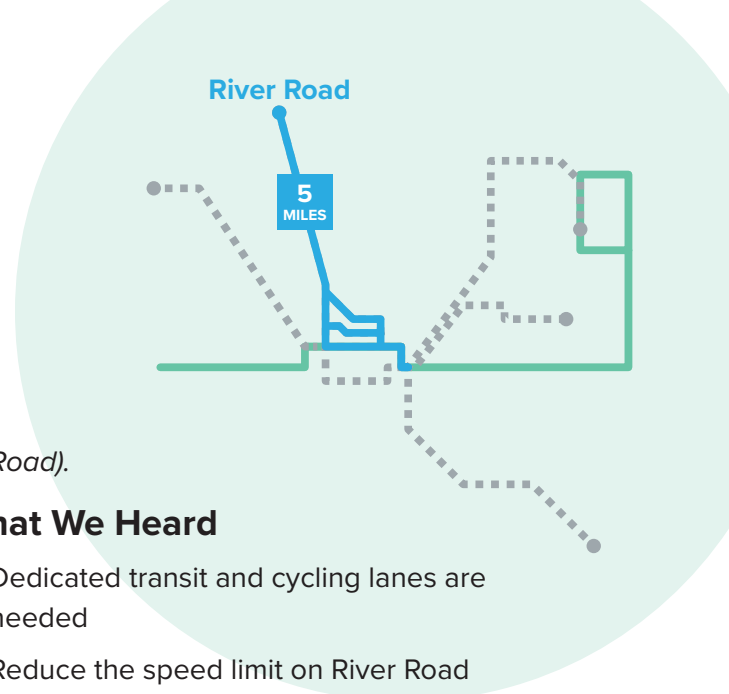
River Road Corridor

The River Road Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown and the Whiteaker Neighborhood, and then north to the Santa Clara Community Transit Center (southeast of the intersection of Hunsaker Lane and River Road).

Overview

Of the two build alternatives, the EmX Alternative offers the greatest benefit to bicycle and pedestrian connectivity and safety, as well as the most improved transit service frequency because of repurposed travel lanes to Business Access and Transit (BAT) lanes. The Enhanced Corridor Alternative also provides transit benefits and improvement to bicycle and pedestrian facilities, but to a lesser extent than the EmX Alternative, and would result in a smaller increase in transit ridership.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.



What We Heard

- Dedicated transit and cycling lanes are needed
- Reduce the speed limit on River Road
- Beltline interchange is a particular area of concern
- Consider safety of all road users in design for River Road
- Avoid tree removal with any transit option
- EmX option 2 [Business Access and Transit Lanes] is preferred because of turn lane in the middle
- There are bus stops on both sides of River Road near Briarcliff but no crosswalks to get across; a crosswalk is critical here

Addressing Community Concerns

The build alternatives would increase transit frequency while providing new investments in bicycle and pedestrian connectivity and safety. Both build alternatives aimed to work within the existing right of way where feasible, to preserve trees along the corridor as much as possible.

River Road Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	\$0.0M	\$24.0M	\$78.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.6M	\$2.0M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	8 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	33,000	246,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★★	★★★★★
Number of Medium and Large Trees Impacted	0	13	132
Number/Acreage of Acquisitions	0/0	5/1.3	40/2.2
Potential Property Displacements ¹	0	4	6
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/2	0/31
Existing Jobs & Population Served			
Jobs	≈19,000	≈19,000	≈28,000
Population	≈35,000	≈35,000	≈44,000

¹Mitigation measures would be used to avoid or reduce impacts

▲ Supports Project Criteria ▲ Does not Support Project Criteria

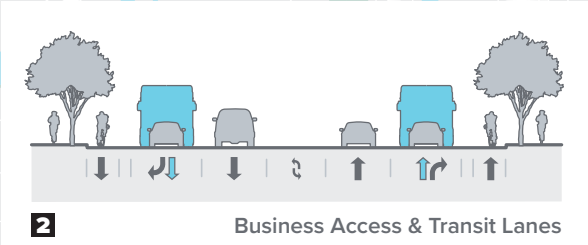
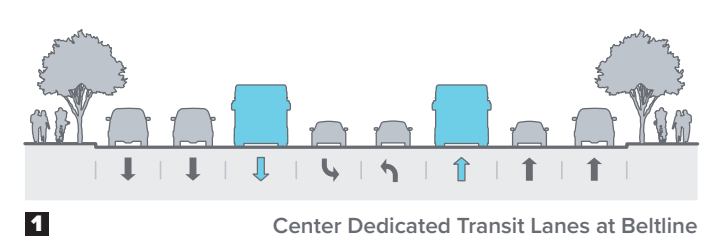
River Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the River Road build alternatives.

Enhanced Corridor Alternative

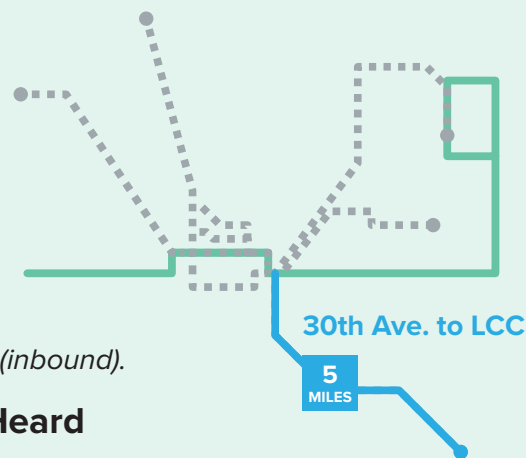


EmX Alternative



30th Avenue (Downtown) to LCC Corridor

The 30th Avenue to LCC Corridor begins at Eugene Station and travels south along Pearl Street to Amazon Parkway, then on E. 30th Avenue to the LCC Station. The return trip travels on Oak Street (inbound).



Overview

Of the two build alternatives, the EmX Alternative offers the greatest potential ridership increase as well as the most bicycle and pedestrian connectivity and safety improvements. The Enhanced Corridor Alternative would provide a lower level of bicycle and pedestrian investment, and fewer transit benefits, including a possible reduction in transit ridership due to the elimination of service on Harris Street and a direct transit connection between LCC and the University of Oregon.

The No-Build Alternative, which would retain existing service, avoids impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal) and costs, and offers transit travel times that are similar to the two build alternatives.

Additionally, ridership for the No-Build Alternative is better than estimated ridership for the Enhanced Corridor Alternative due to the assumed elimination of Route 81 service.

What We Heard

- Needs bigger pedestrian improvements from 30th to LCC campus
- Needs evening and weekend bus service to LCC for attending events and meetings
- Oak and Pearl should be for buses along 30th/ LCC and High Street should be a cycle track
- Corridor would complement changes occurring in the South Willamette area
- Crossings along 30th are difficult
- Need more details about how bicycles will be accommodated

Addressing Community Concerns

The build alternatives both provide new investments in bicycle and pedestrian connectivity and safety. Either of the build alternatives or the No-Build (which retains existing service) could extend service hours in the future.



30th Avenue to LCC Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	\$0.0M	\$21.0M	\$53.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.5M	\$0.5M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	1 min	2 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	-30,000	198,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★★	★★★★★
Number of Medium and Large Trees Impacted	0	58	102
Number/Acreage of Acquisitions	0/0	13/0.4	20/0.5
Potential Property Displacements ¹	0	0	0
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	69/0	140/16
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈30,000
Population	≈30,000	≈30,000	≈45,000

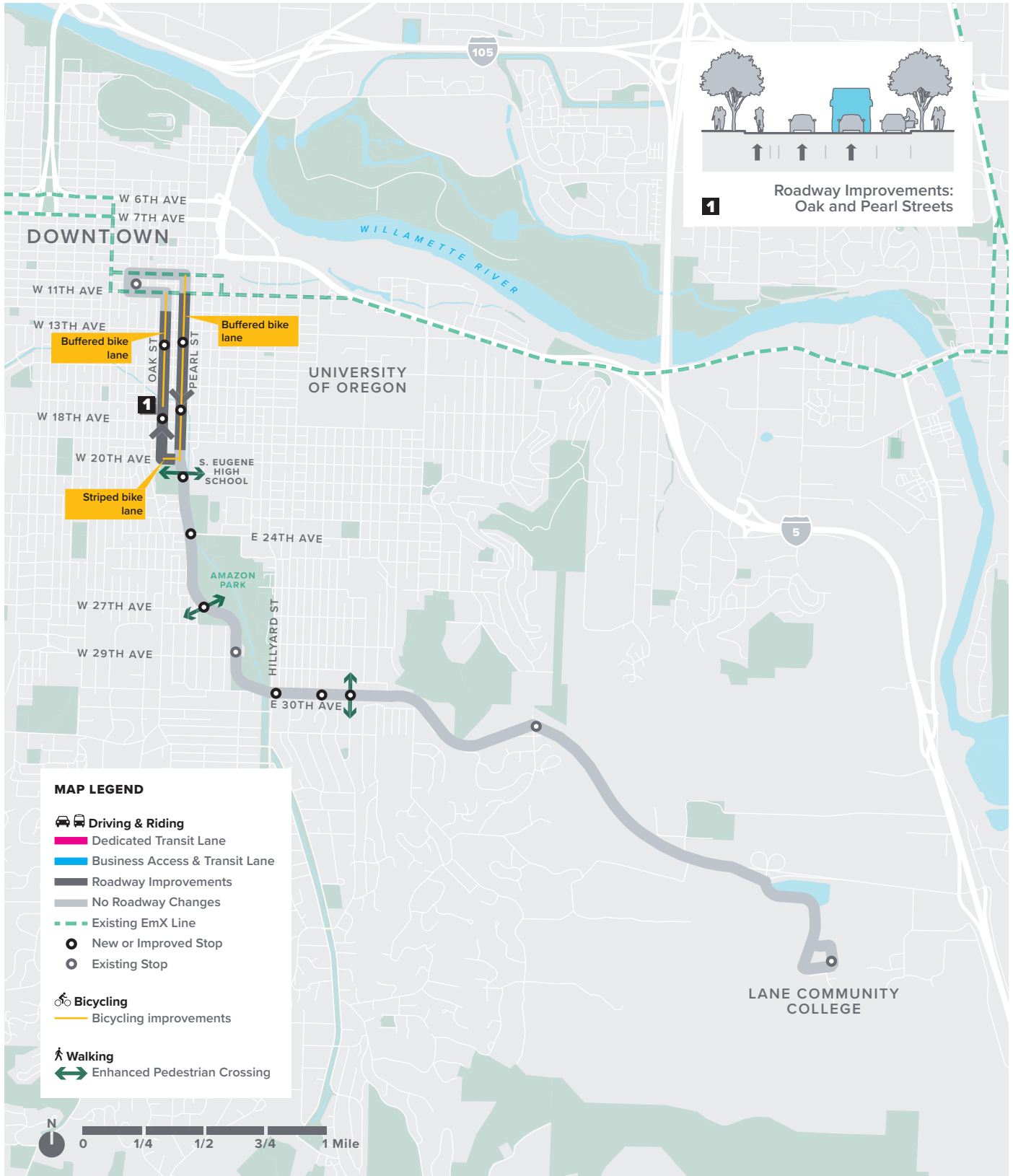
¹Mitigation measures would be used to avoid or reduce impacts

▲ Supports Project Criteria ▲ Does not Support Project Criteria

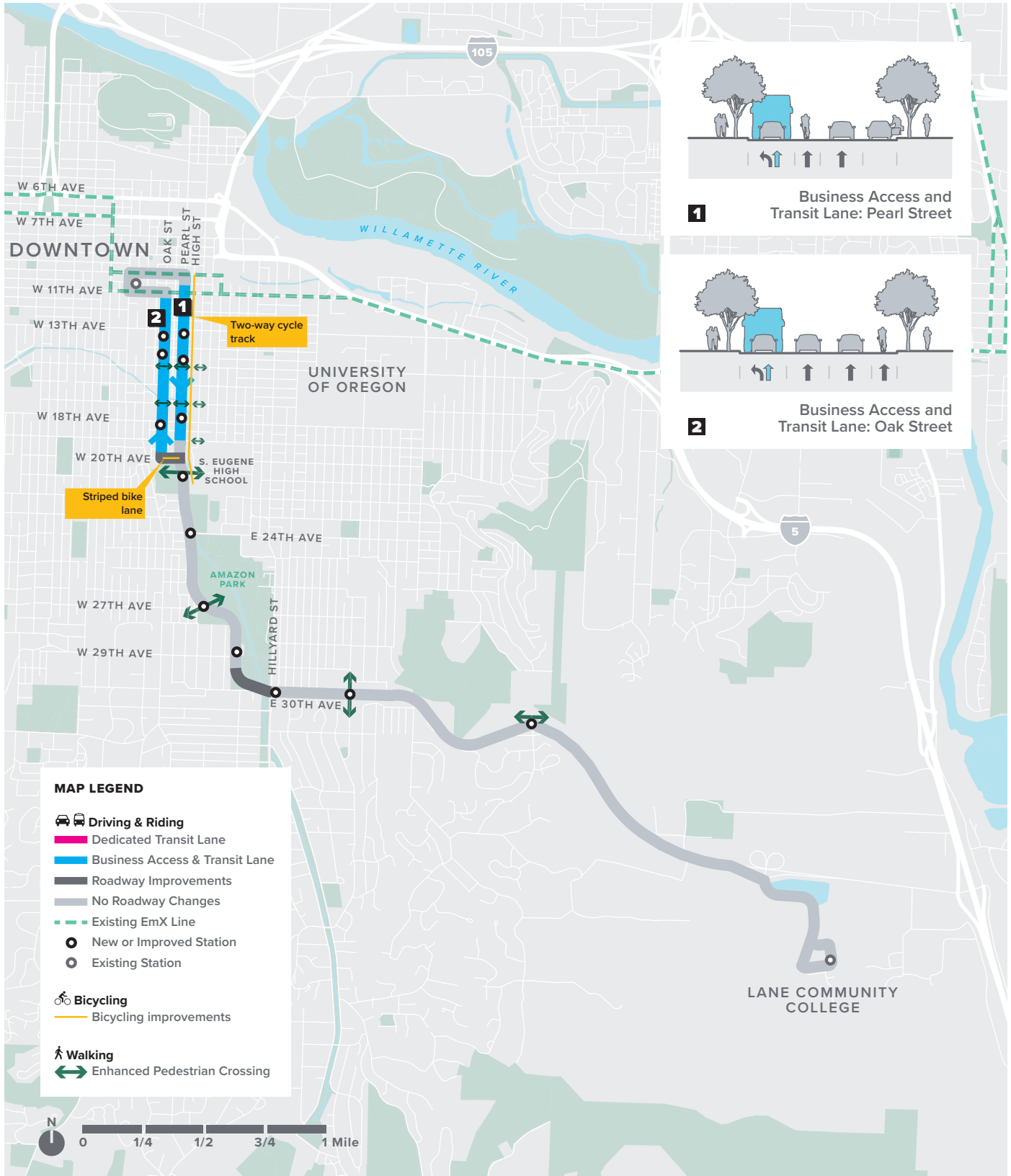
30th Avenue to LCC Corridor

These maps show the transit, bicycle, and pedestrian investments included in the 30th Avenue to LCC Corridor build alternatives.

Enhanced Corridor Alternative



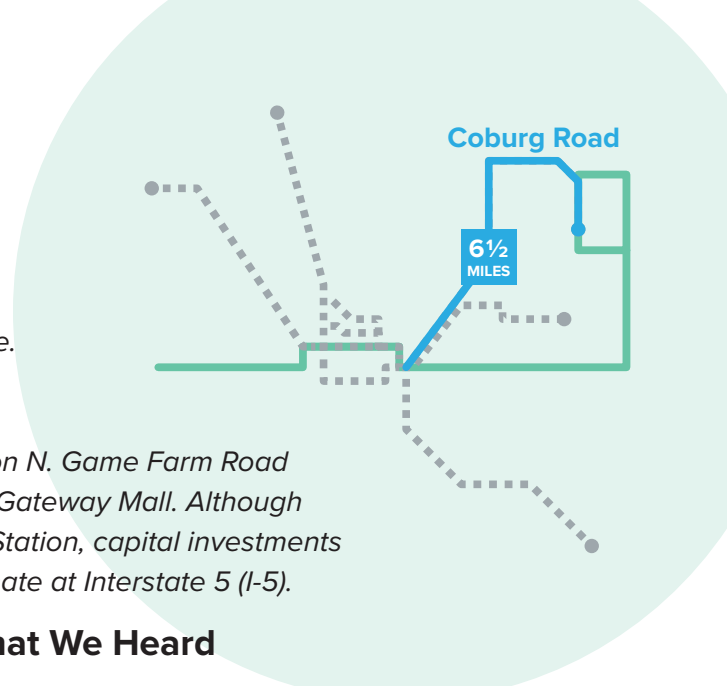
EmX Alternative



Coburg Road Corridor

The Coburg Road Corridor begins at the Eugene Station and continues to Coburg Road using the Ferry Street Bridge.

The corridor continues north on Coburg Road to Crescent Avenue, east on Crescent Avenue, south on Shadow View Drive, east on Chad Drive to Old Coburg Road, and south on N. Game Farm Road and Gateway Street to the existing Gateway Station at the Gateway Mall. Although service extends from N. Game Farm Road to the Gateway Station, capital investments proposed as part of the MovingAhead project would terminate at Interstate 5 (I-5).



Overview

Although the two build alternatives are rated more favorably than the No-Build Alternative, the EmX Alternative in this corridor has the highest capital cost of all the corridor alternatives considered and would require the most property acquisition. The Enhanced Corridor Alternative has a lower cost, less impact, and an equivalent improvement in transit travel time than the EmX Alternative, but has lower projected ridership.

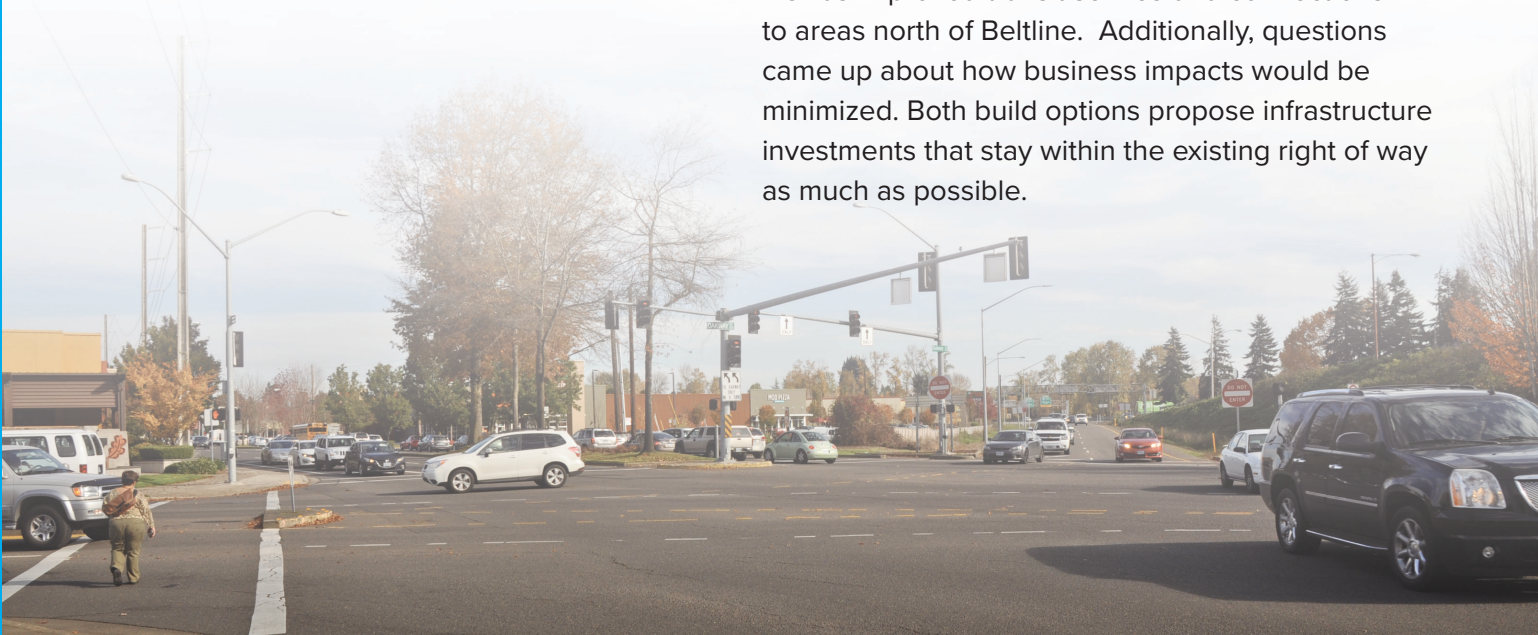
The No-Build Alternative avoids cost and impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal).

What We Heard

- The VA clinic and all the new development at Crescent and further north have limited bus service and bikeway options.
- Auto access to businesses must be maintained
- Coburg is scary with fast moving traffic
- Bicycle and pedestrian crossings are difficult
- Bicycling facilities separated from traffic are important
- The corridor is important for autos, given the nature of development and connection to freeways

Addressing Community Concerns

The build alternatives provide investments in bicycle and pedestrian connectivity and safety, as well as improved transit service and connections to areas north of Beltline. Additionally, questions came up about how business impacts would be minimized. Both build options propose infrastructure investments that stay within the existing right of way as much as possible.



Coburg Road Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	\$0.0M	\$41.0M	\$113.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	\$0.0M	\$1.8M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	5 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	63,000	258,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	9	149
Number/Acreage of Acquisitions	0/0	47/1	73/4
Potential Property Displacements ¹	0	0	2
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/67	7/128
Existing Jobs & Population Served			
Jobs	≈25,000	≈25,000	≈36,000
Population	≈41,000	≈41,000	≈50,000

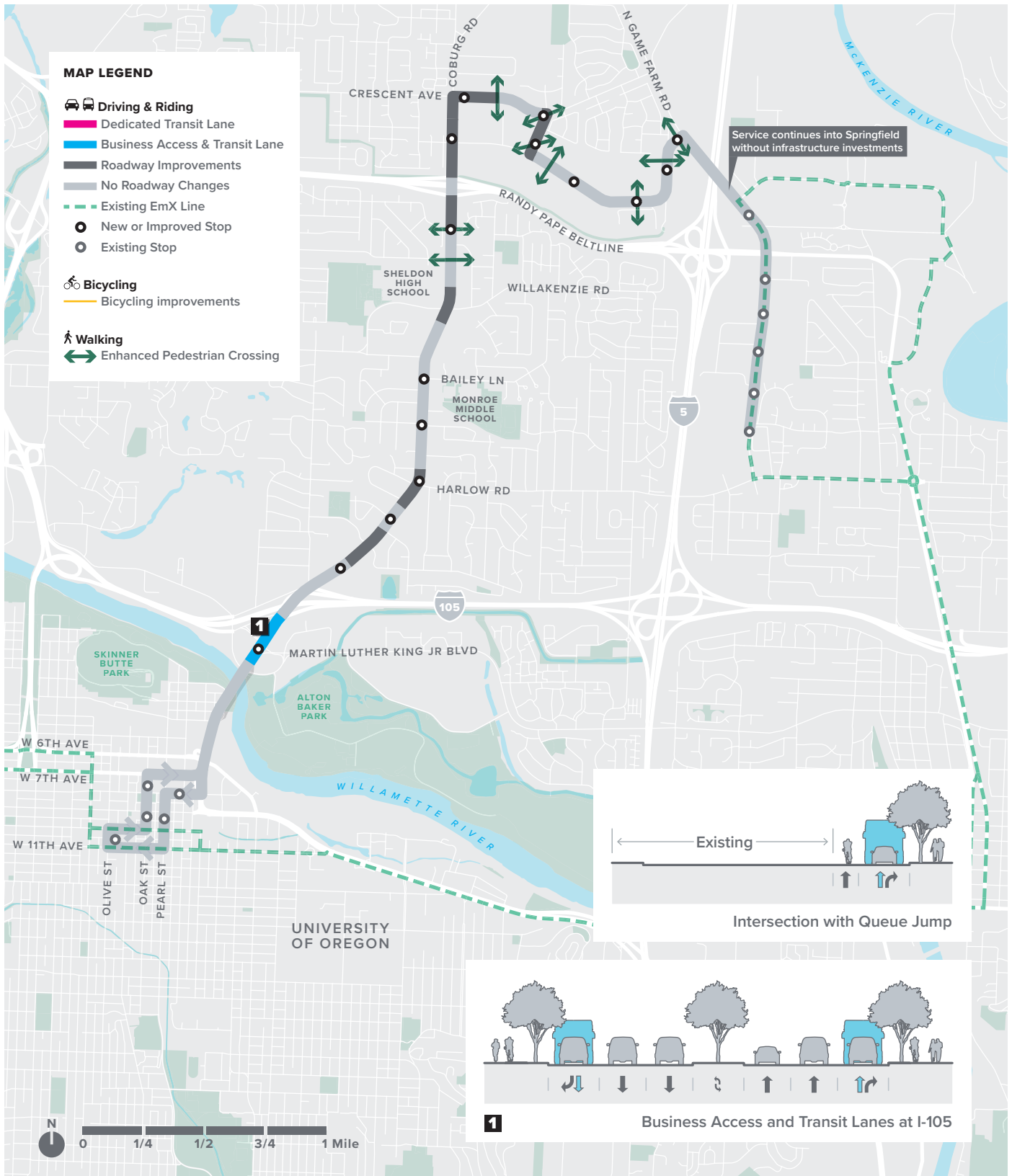
¹Mitigation measures would be used to avoid or reduce impacts

▲ Supports Project Criteria ▲ Does not Support Project Criteria

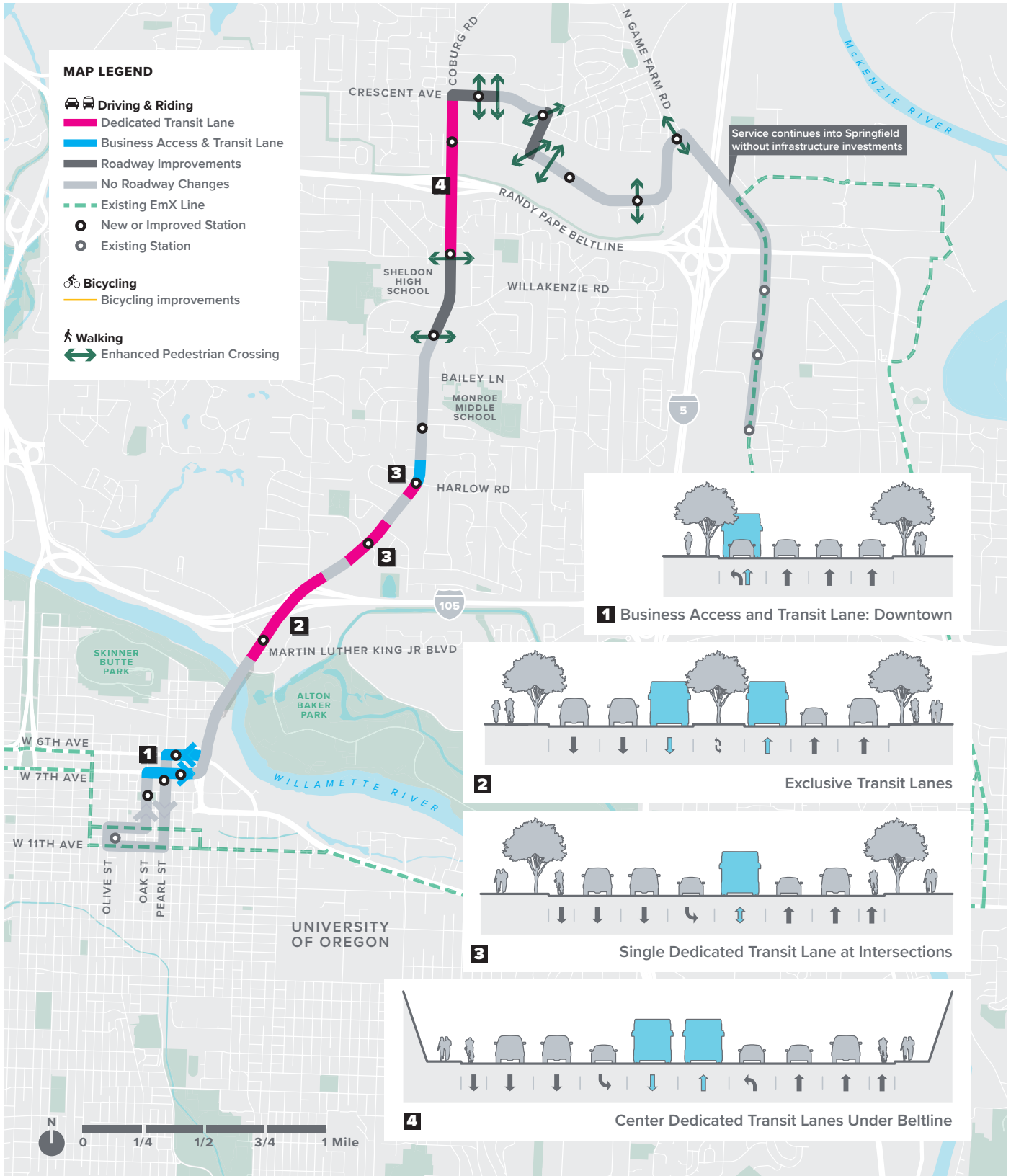
Coburg Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Coburg Road build alternatives.

Enhanced Corridor Alternative

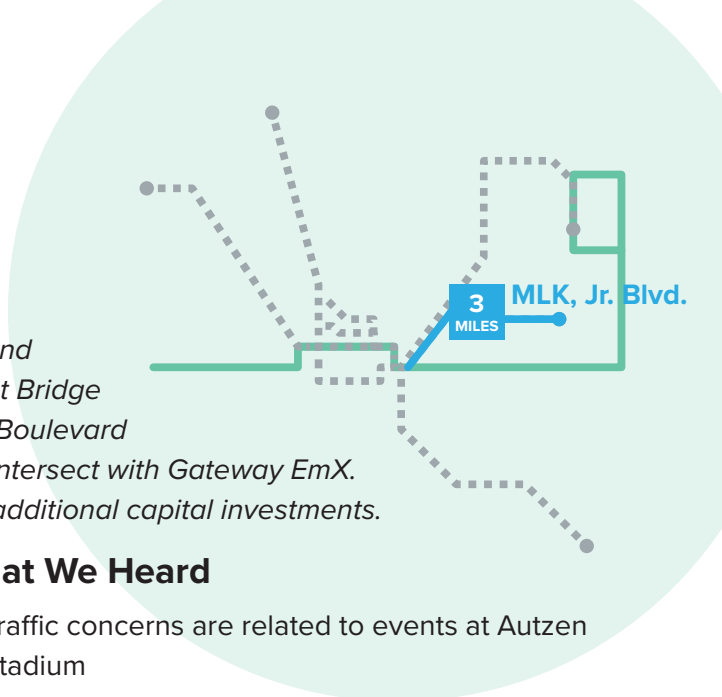


EmX Alternative



Martin Luther King, Jr. Boulevard Corridor

The MLK, Jr. Boulevard Corridor begins at Eugene Station and travels through downtown Eugene and uses the Ferry Street Bridge to reach MLK, Jr. Boulevard and continues east on MLK, Jr. Boulevard past Autzen Stadium to Centennial Boulevard where it will intersect with Gateway EmX. Service will continue on Centennial Boulevard without any additional capital investments.



Overview

The Enhanced Corridor Alternative offers the greatest potential ridership increase and more benefits to bicycle and pedestrian connectivity and safety, however estimated travel time savings are relatively small compared to the No-Build Alternative. An EmX option was not considered in the MLK, Jr. Boulevard Corridor due to its shorter length and the lower return on investment potential at this time since proposed infrastructure investments currently end at the Eugene/Springfield boundary. There may be opportunities to reconsider EmX on this corridor in the future.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and cost.

What We Heard

- Traffic concerns are related to events at Autzen Stadium
- Corridor is an essential connection to student housing, Eugene, and Springfield
- Bicycle and pedestrian improvements are needed
- Do not compromise Alton Baker Park to alleviate Ferry Street Bridge congestion
- MLK without Springfield connection is a waste, connect the corridor to Springfield

Addressing Community Concerns

The build alternative provides investments in a variety of travel options that help address these needs, most notably, the inclusion of BAT lanes to provide transit priority and traffic calming.



MLK, Jr. Boulevard Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	No EmX alternative for this route
Cost			
Capital Cost	\$0.0M	\$21.0M	
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	\$1.1M	
Transit Performance			
In-Vehicle Transit Travel Time Savings	0	2 min	
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	186,000	
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★	
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★★	
Number of Medium and Large Trees Impacted	0	9	
Number/Acreage of Acquisitions	0/0	6/0.1	
Potential Property Displacements ¹	0	0	
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/0	
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	
Population	≈26,000	≈26,000	

¹Mitigation measures would be used to avoid or reduce impacts

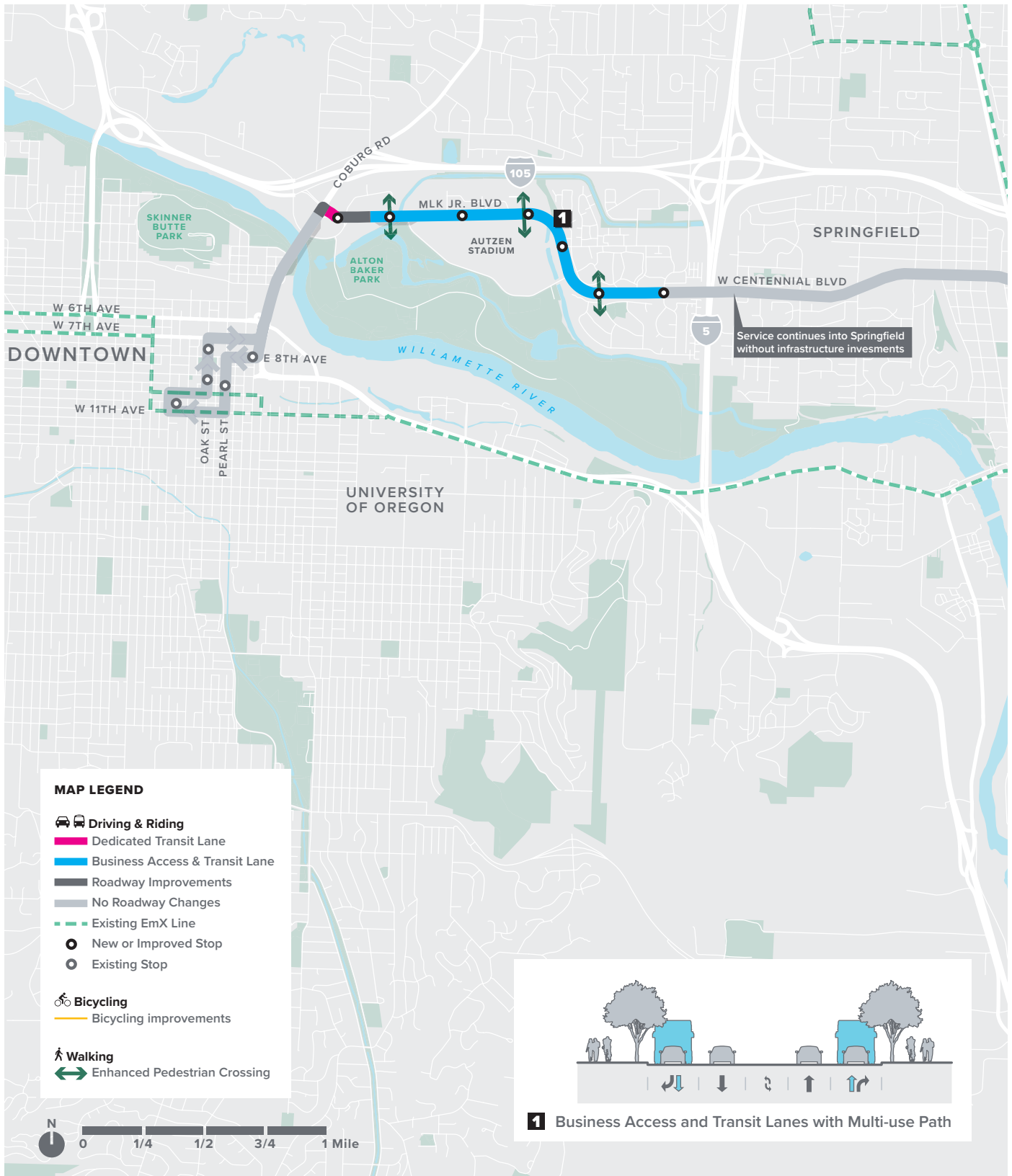
▲ Supports Project Criteria

▲ Does not Support Project Criteria

Martin Luther King, Jr. Blvd. Corridor

This map shows the transit, bicycle, and pedestrian investments included in the MLK, Jr. Blvd. build alternative.

Enhanced Corridor Alternative



Funding Plan

As part of the MovingAhead project, a funding plan for implementation of the corridor investments will be developed. The plan will consider potential funding options and the timing of corridor investments, with the goal of using local dollars to leverage state and federal funding to provide the most efficient overall funding strategy. Given the multiple revenue sources and the evolving nature of potential project funding, the funding plan must be nimble, providing flexibility to take advantage of funding opportunities as they arise.

An advantage of the MovingAhead approach of evaluating multimodal transportation investments across multiple corridors at once is that the funding plan can consider creative implementation approaches based upon available funding sources, such as:

- Combing two corridors into a single funded project
- Implementing some initial, lower level investments, such as transit signal priority or sidewalk infill, across all corridors at one time
- Blending a combination of mode-specific funding into an overall funding package

The funding plan will consider both capital costs and operations and maintenance (O&M) costs. Capital costs are one-time investments needed to construct the corridor infrastructure, such as project design and engineering, property acquisition, vehicle purchases, and construction. O&M costs include ongoing operation of the service, such as operator wages, vehicle fuel and maintenance, administrative and supervisory costs, and general upkeep of the infrastructure investments.

Capital Costs

There are many potential sources for funding the implementation of corridor investments. Federal funding may be available to pay for up to 50% of project costs, with the most promising federal funding coming from the Federal Transit Administration's Small Starts Program. While the EmX alternatives clearly qualify for that program, the Enhanced Corridor alternatives may or may not qualify, depending on how those alternatives are developed and defined. State and other federal funding may be available to assist with transit, bicycle, and pedestrian investments.

Possible Capital Funding Sources:

- FTA Small Starts
- FTA Formula Funding
- Better Utilizing Investments to Leverage Development (BUILD) grants (formerly called TIGER grants)
- State Lottery Funds
- ConnectOregon (for bicycle and pedestrian improvements)
- All Roads Transportation Safety (ARTS) (for safety improvements)

Operations and Maintenance (O&M) Costs

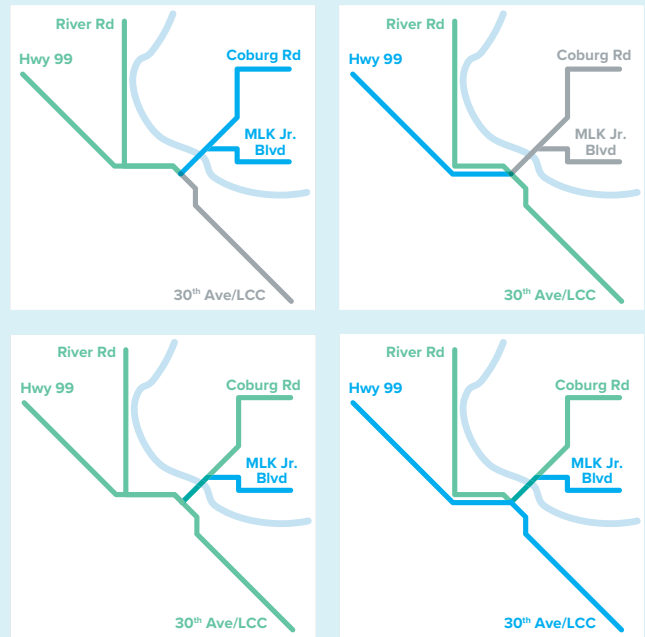
O&M costs are funded through LTD's annual budget. LTD maintains a Long-Range Financial Plan that projects O&M revenues and costs for a rolling 10 year period. That plan will be used to evaluate the system-wide O&M funding needs along with how the MovingAhead investments fit into the overall funding picture. Gaps in O&M funding can be addressed through changes in the corridor service levels, the timing of the implementation of the new service, or by identifying additional funding. It should be noted that most of the Enhanced Corridor Alternatives could result in an overall decrease in O&M costs.



Next Steps

Investment Packages

The most promising corridor options will be combined into a full set of future system improvements for near-term (10 year) investment and implementation based on which options best meet the project goals and garner the community's support. These Investment "Packages", which will include combinations of No-Build, Enhanced Corridor, and EmX alternatives, will be evaluated using criteria that reflect the costs and benefits of the packages as a whole. A key consideration will be the capacity to fund the capital investment (implementation) and the ongoing operations and maintenance (O&M) costs associated with each package.



Decision Making

The LTD Board of Directors and Eugene City Council will review the technical findings included in the Alternatives Analysis report, the evaluation of the Investment Packages, and input from the community before making a decision on a preferred package of multimodal transportation investments for all five corridors. That package of investments will inform how we prioritize projects for near-term funding, design and construction.



Get involved!

Your feedback will help build a better transportation future. Visit the project website to find the latest project information, sign up for email updates, learn about upcoming events, and submit comments.

www.MovingAhead.org

