

# Welcome to the MovingAhead online open house!

While you're here:

- Review alternatives for each corridor.
- Share anything that the team needs to know as we begin our analysis of the alternatives on the online survey below.



# What is MovingAhead?

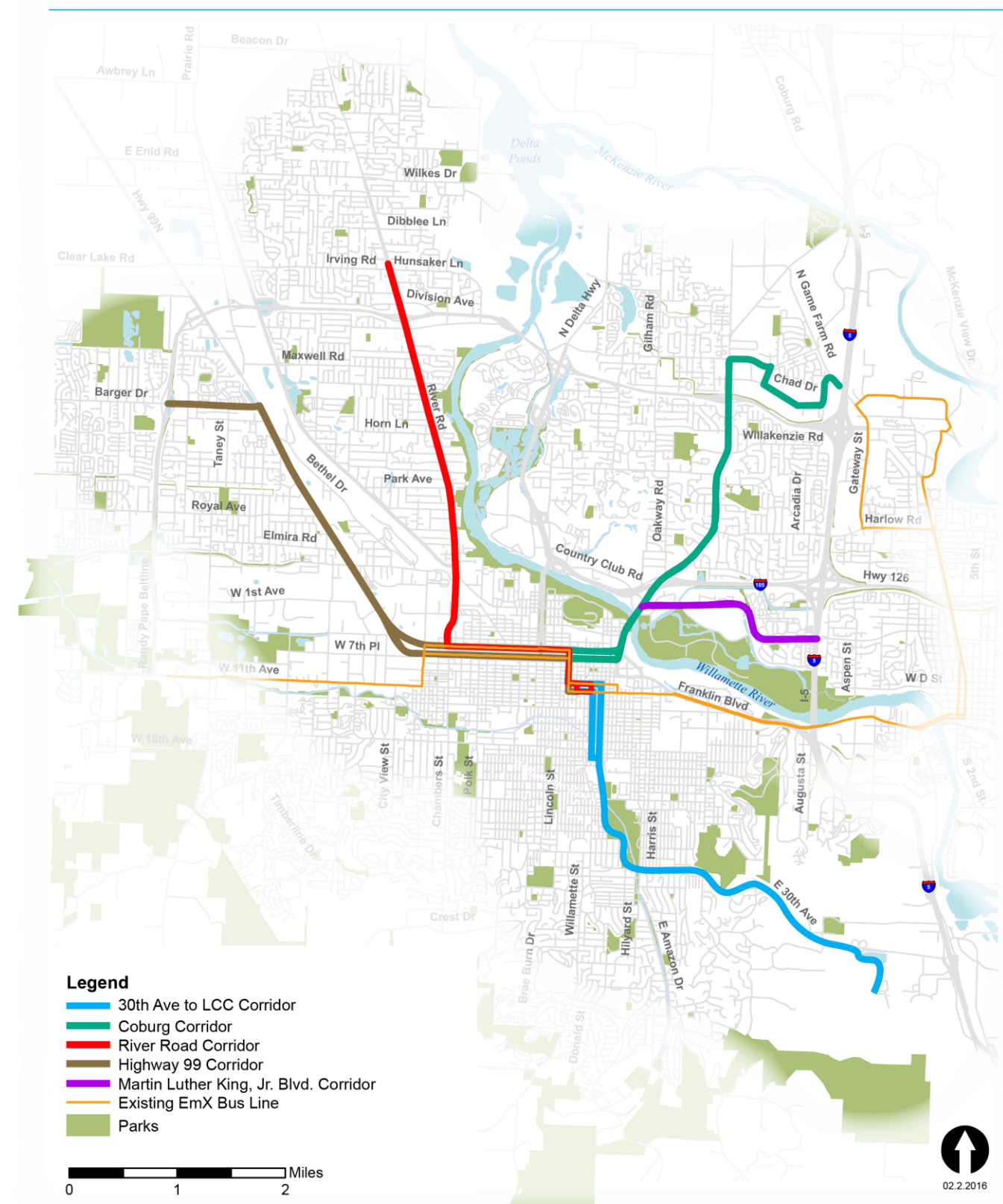
## MovingAhead will:

- Determine how to improve the main streets that connect neighborhoods, shopping areas, and jobs.
- Result in prioritized transit, walking, and biking projects.
- Efficiently advance projects to design and construction.

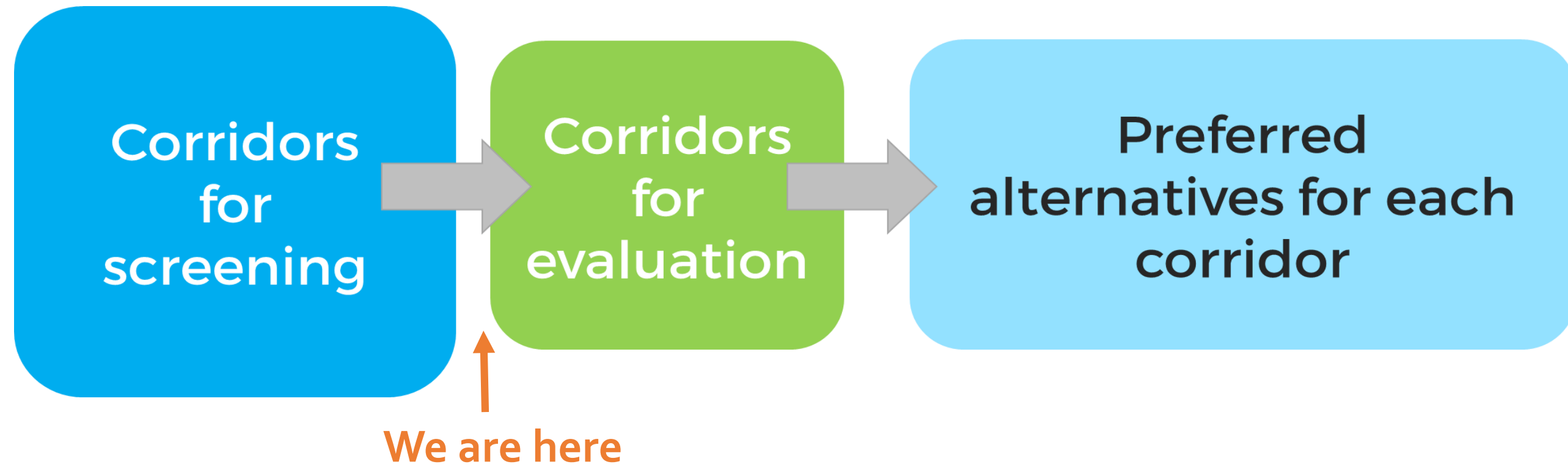
## Partners:

- City of Eugene
- Lane Transit District (LTD)
- Other government agencies in the region
- Community members like you

## Corridor Overview



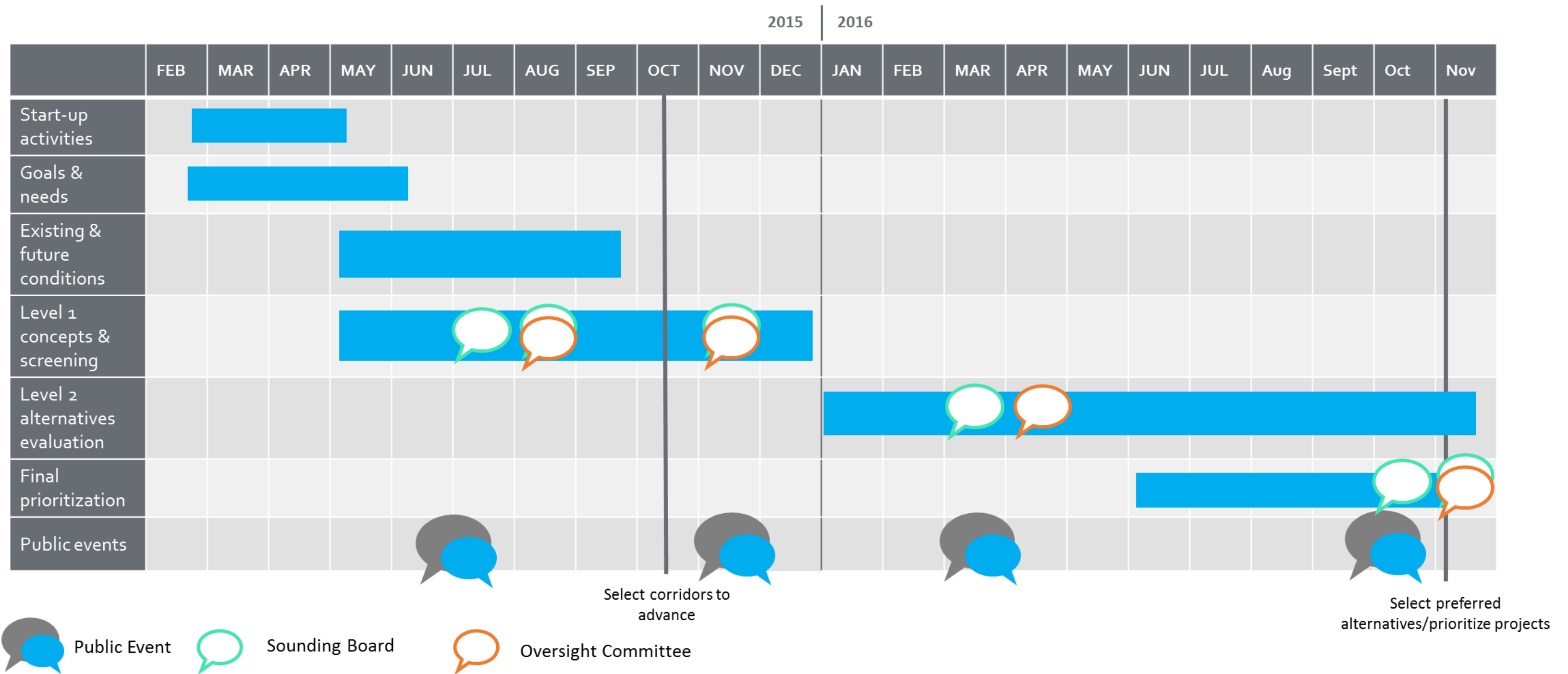
# MovingAhead outcomes



## Summer/Fall 2016: Evaluation

- Document system-level environmental impacts
- Select preferred alternative for each corridor

# MovingAhead timeline



**➔ Input will be collected and considered throughout the process!**



MovingAhead.org



# Decision-making structure



- **Project Oversight Committee:** City Councilors, Lane County Commissioner, LTD Board members, and staff from LTD, the City of Eugene, Lane County, and ODOT
- **Sounding Board:** representatives of existing LTD and City committees and commissions
- **Project Management Team:** Eugene Public Works, Eugene Planning, and LTD staff

# Toolbox contains a range of transit choices

Fixed route service



Enhanced corridor



Comprehensive EmX



Service frequency



Improvements to enhance reliability on congested streets



Rider amenities at stops/stations



# Corridor alternatives

MovingAhead has developed project ideas, called “**alternatives**,” for improvements to transit and facilities for people walking, using mobility devices, and cycling in each corridor.

The alternatives being evaluated for each of the corridors include:

- **No Build alternative:** No changes happen in the corridor except those underway or in regional planning documents. Each alternative will be compared to the No Build.
- **Enhanced Corridor alternative:** The corridor will have walking/biking improvements and more frequent transit service with enhanced bus stops, and some bus treatments like queue jumps.
- **EmX alternative:** The corridor will have walking/biking improvements, and EmX transit service which could include bus-only lanes and other bus treatments.

After confirming the range of alternatives, a more detailed study of the costs, benefits, and impacts of each alternative will be conducted. **Additional input will be gathered from the public before a preferred alternative is selected for each corridor.**

# Stops and Stations

## ENHANCED CORRIDOR

### *Bus stop amenities*

Some stops will feature shelters, seating, lighting, and other amenities. Stops may resemble EmX stations.

### *Stop spacing*

Enhanced Corridor stops are typically 1/4 mile apart.

### *Other features*

Enhanced Corridors use standard LTD buses.

## EmX

### *Bus stop amenities*

EmX stations feature shelters, seating, lighting, fare payment kiosks, and other amenities.

### *Station spacing*

EmX stations are typically about 1/3 mile apart.

### *Level boarding*

Station platforms are level with the bus floor to make getting on and off the bus easy.

### *Bikes and EmX stations*

Bikes may be routed behind stations to minimize conflicts between buses and cyclists.



Level boarding for EmX buses



Bus stop lighting at an EmX station



EmX corridors can include creative solutions to reduce bike/bus conflicts



EmX shelter



# Bus treatments

## Queue jumps



Special lanes and traffic signals that allow buses to “jump” ahead of other vehicle traffic at congested intersections.

## BAT lane



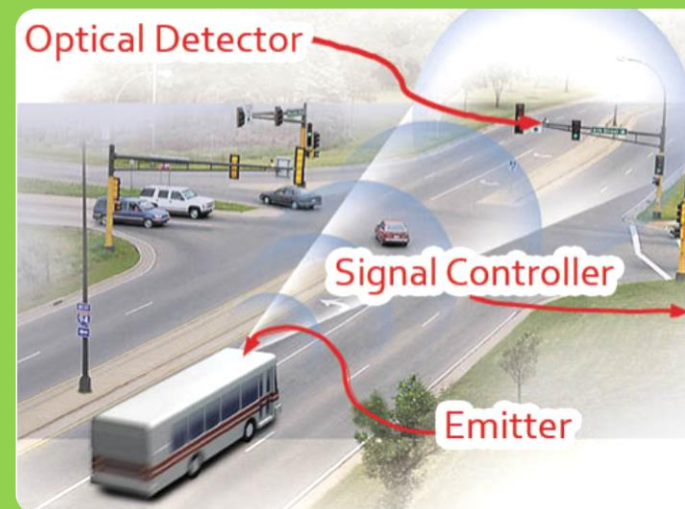
A business access and transit lane (or “BAT”) is a bus-only lane that can also be used by turning vehicles.

## Bus-only lane



A bus-only lane can only be used by buses, allowing buses to avoid congestion.

## Transit signal priority



Traffic signals that hold green lights longer or shorten red lights when a bus is present to allow buses to stay on schedule.

# Pedestrian & bicycle treatments

## 2-way cycle track



A two-way bike path that is separated from other vehicle traffic. These usually include a physical barrier between cyclists and traffic.

## Buffered bike lanes



A bike lane with a large painted buffer area to increase separation from other vehicle traffic.

## Bike lanes



A striped lane on roadways for cyclists.

## Mid-block crossing



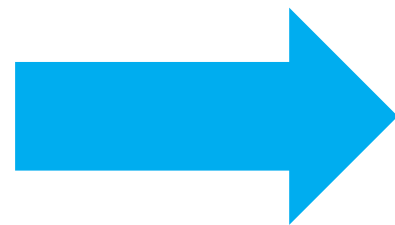
A safe place for people to cross between signals. These can include refuges between travel lanes, flashing beacons to warn drivers to stop, and curb "bulb outs" that shorten crossing distances.

# Participate now!

The next step of the online open house is to review the corridor alternatives. Click on the corridor you are interested in reviewing below and let us know what you think.

After this open house, the MovingAhead team will:

- Use your input to inform analysis of alternatives in each corridor.
- Hold open houses in late 2016 to gather input on preferred alternatives for each corridor.



Look for the next MovingAhead open house in late 2016!