

## Preliminary Purpose and Need, Goals and Objectives

October 16, 2015

The prioritization of capital investments in multimodal transit corridors will be a powerful tool for implementing local and regional comprehensive land use and transportation plans, agency strategic plans, and other community planning documents. Capital investments in multimodal transit corridors can have a substantial impact on patterns of growth and development. By coordinating the timing of and prioritizing the funding for strategic multimodal capital investments, the MovingAhead project, a multimodal transit corridor study, helps ensure that development occurs consistent with our region's plans and vision.

### Purpose

The purpose of the MovingAhead project is to:

- Develop a Capital Improvements 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

The need for the MovingAhead project is based on the following factors:

- 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 to 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.

### Goals and objectives

Goal 1: Improve multimodal transit corridor service

- Objective 1.1: Improve transit travel time and reliability
- Objective 1.2: Provide convenient transit connections that minimize the need to transfer
- Objective 1.3: Increase transit ridership and mode share in the corridor
- Objective 1.4: Improve access for people walking, using mobility devices, and bicycling to transit
- Objective 1.5: Improve the safety of pedestrians, mobility device users, and bicyclists accessing transit, traveling in and along the corridor, and crossing the corridor

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

- Objective 2.1: Control the increase in transit operating cost to serve the corridor
- Objective 2.2: Increase transit capacity to meet current and projected ridership demand
- Objective 2.3: Implement corridor improvements that provide an acceptable return on investment
- Objective 2.4: Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment
- Objective 2.5: Leverage funding opportunities to extend the amount of infrastructure to be constructed for the least amount of dollars

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

- Objective 3.1: Support development and redevelopment as planned in other adopted documents
- Objective 3.2: Coordinate transit improvements with other planned and programmed pedestrian, mobility device user, and bicycle projects
- Objective 3.3: Coordinate transit improvements with other planned and programmed roadway projects
- Objective 3.4: Minimize adverse impacts to existing businesses and industry
- Objective 3.5: Provide high-capacity transit that is consistent with community vision for the corridor
- Objective 3.6: Improve transit operations on state facilities in a manner that is mutually beneficial to vehicular and freight traffic flow around transit stops and throughout the corridor
- Objective 3.7: Improve transit operations in a manner that is mutually beneficial to vehicular traffic flow for emergency service vehicles

## Evaluation Criteria

Goals and Objectives	Evaluation Criteria
Goal 1: Improve multimodal transit corridor service	

Goals and Objectives		Evaluation Criteria
Objective 1.1:	Improve transit travel time and reliability	<ul style="list-style-type: none"> <li>• Round trip PM peak transit travel time between select origins and destinations</li> <li>• On-time performance (no more than 4 minutes late) of transit service</li> </ul>
Objective 1.2:	Provide convenient transit connections that minimizes the need to transfer	<ul style="list-style-type: none"> <li>• Number of transfers required between heavily used origin-destination pairs</li> </ul>
Objective 1.3:	Increase transit ridership and mode share in the corridor	<ul style="list-style-type: none"> <li>• Average weekday boardings on corridor routes</li> <li>• Transit mode share along the corridor</li> <li>• Population within 0.5 mile of transit stop</li> <li>• Employment within 0.5 mile of transit stop</li> </ul>
Objective 1.4:	Improve access for people walking, using mobility devices, and bicycling to transit	<ul style="list-style-type: none"> <li>• Connectivity to existing facilities for pedestrians and users of mobility devices</li> <li>• Connectivity to existing bicycle facilities</li> </ul>
Objective 1.5:	Improve the safety of pedestrians, mobility device users, and bicyclists accessing transit, traveling in and along the corridor, and crossing the corridor	<ul style="list-style-type: none"> <li>• Opportunity to provide a safe and comfortable environment for pedestrians, mobility device users, and bicyclists in the corridor</li> </ul>
<b>Goal 2: Meet current and future transit demand in a cost-effective and sustainable manner</b>		
Objective 2.1:	Control the increase in transit operating cost to serve the corridor	<ul style="list-style-type: none"> <li>• Cost per trip</li> <li>• Impact on LTD operating cost</li> <li>• Cost to local taxpayers</li> </ul>
Objective 2.2:	Increase transit capacity to meet current and projected ridership demand	<ul style="list-style-type: none"> <li>• Capacity of transit service relative to the current and projected ridership</li> </ul>
Objective 2.3:	Implement corridor improvements that provide an acceptable return on investment	<ul style="list-style-type: none"> <li>• Benefit/cost assessment of planned improvements</li> </ul>
Objective 2.4:	Implement corridor improvements that minimize impacts to the environment and, where possible, enhance the environment	<ul style="list-style-type: none"> <li>• Results of screening-level assessment of environmental impacts of transit solutions</li> </ul>
Objective 2.5:	Leverage funding opportunities to extend the amount of infrastructure to be constructed for the least amount of dollars	<ul style="list-style-type: none"> <li>• Number and dollar amount of funding opportunities that could be leveraged</li> <li>• Meet Federal Transit Administration's Small Starts funding requirements</li> </ul>
<b>Goal 3: Support economic development, revitalization and land use redevelopment opportunities for the corridor</b>		
Objective 3.1:	Support development and redevelopment as planned in other adopted documents	<ul style="list-style-type: none"> <li>• Consistent with the Bus Rapid Transit System Plan and Frequent Transit Network concept</li> <li>• Consistent with the regional Transportation System Plan</li> <li>• Consistent with local comprehensive land use plans</li> </ul>
Objective 3.2:	Coordinate transit improvements with other planned and programmed pedestrian, mobility device user, and bicycle projects	<ul style="list-style-type: none"> <li>• Capability of transit improvement to coordinate with other planned and programmed pedestrian, mobility device user, and bicycle projects identified in adopted plans and Capital Improvement Programs</li> </ul>
Objective 3.3:	Coordinate transit improvements with other planned and programmed roadway projects	<ul style="list-style-type: none"> <li>• Capability of transit improvement to coordinate with other planned and programmed roadway projects identified in</li> </ul>

Goals and Objectives		Evaluation Criteria
		adopted plans and Capital Improvement Programs
Objective 3.4:	Minimize adverse impacts to existing businesses and industry	<ul style="list-style-type: none"> <li>• Impacts to businesses along the corridor measured in number and total acres of properties acquired, parking displacements, and access impacts</li> <li>• Impact on freight and delivery operations for corridor businesses</li> </ul>
Objective 3.5:	Provide high-capacity transit that is consistent with community vision for the corridor	<ul style="list-style-type: none"> <li>• Public input indicates that community vision includes high-capacity transit in corridor</li> </ul>
Objective 3.6:	Improve transit operations on state facilities in a manner that is mutually beneficial to vehicular and freight traffic flow around transit stops and throughout the corridor	<ul style="list-style-type: none"> <li>• Impact on current and future year intersection Level of Service on state facilities</li> <li>• Impact on current and future year peak-hour automobile / truck travel times on state facilities</li> </ul>
Objective 3.7:	Improve transit operations in a manner that is mutually beneficial to vehicular traffic flow for emergency service vehicles	<ul style="list-style-type: none"> <li>• Qualitative assessment of potential impacts to emergency service vehicle traffic flow and access</li> </ul>