

West Eugene EmX Extension Alternatives Analysis: Key Preliminary Results ⁽¹⁾

Alt. Number	Alternative Name	Year 2031 Systemwide Ridership		Year 2031 Average Transit Travel Times		Capital Cost (in millions)	Year 2031 Operating Cost		Year 2031 Systemwide Operating Cost per Trip		Potential Property Acquisitions		Route Length by EmX Lane Type Total/BAT/ Transitway/ Mixed Traffic (in miles) (3)	On-Street Parking	
		Total Boardings	Additional Ridership Compared to No-Build	Minutes from Downtown Eugene (2)	Percentage Decrease Compared to No-Build		Annual cost for the system (in million dollars)	Additional Cost Compared to No-Build	Actual Cost Per Trip	Cost per added trip (compared to No-Build)	Partial	Full		Spaces potentially displaced	Utilization Rate (4)
1	No-Build	14,355,000	N/A	23.0	N/A	\$0.0	\$41.46	N/A	\$2.89	N/A	0	0		0	N/A
2	TSM	14,445,000	90,000	15.1	-34%	\$15.1	\$42.92	\$1.46	\$2.97	\$16.22	34	2		0	N/A
W 13th Avenue to W 11th Avenue															
3	Frontage Alley Design Option	14,928,000	573,000	12.1	-47%	\$95.0	\$42.53	\$1.07	\$2.85	\$1.87	116	5	8.3/5.9/1.5/0.9	119	Low
4	Two-Way Transitway Design Option	14,928,000	573,000	12.1	-47%	\$95.4	\$42.53	\$1.07	\$2.85	\$1.87	112	9	8.3/5.9/1.5/0.9	119	Low
W 6th/7th Avenue to W 11th Avenue															
5	Charnelton Two-Way, Reassign-A-Lane DOs	15,000,000	645,000	15.8	-31%	\$105.2	\$43.15	\$1.69	\$2.88	\$2.62	145	8	8.8/7.8/0.0/1.0	57	Medium
6	Charnelton Two-Way, Add-A-Lane DOs	15,000,000	645,000	15.8	-31%	\$112.0	\$43.15	\$1.69	\$2.88	\$2.62	207	11	8.8/7.8/0.0/1.0	29	Medium
7	Lincoln/Charnelton, Reassign-A-Lane DOs	15,000,000	645,000	15.8	-31%	\$106.2	\$43.15	\$1.69	\$2.88	\$2.62	147	7	8.8/7.8/0.0/1.0	57	Medium
8	Lincoln/Charnelton, Add-A-Lane DOs	15,000,000	645,000	15.8	-31%	\$113.0	\$43.15	\$1.69	\$2.88	\$2.62	208	11	8.8/7.8/0.0/1.0	29	Medium
W 6th/7th Avenue to W 7th Place															
9	Charnelton Two-Way, Reassign-A-Lane DOs	14,892,000	537,000	16.1	-30%	\$92.4	\$43.29	\$1.83	\$2.91	\$3.41	123	5	8.7/8.0/0.0/0.7	57	Medium
10	Charnelton Two-Way, Add-A-Lane DOs	14,892,000	537,000	16.1	-30%	\$99.2	\$43.29	\$1.83	\$2.91	\$3.41	185	8	8.7/8.0/0.0/0.7	29	Medium
11	Lincoln/Charnelton, Reassign-A-Lane DOs	14,892,000	537,000	16.1	-30%	\$93.4	\$43.29	\$1.83	\$2.91	\$3.41	124	5	8.7/8.0/0.0/0.7	57	Medium
12	Lincoln/Charnelton, Add-A-Lane DOs	14,892,000	537,000	16.1	-30%	\$100.1	\$43.29	\$1.83	\$2.91	\$3.41	186	8	8.7/8.0/0.0/0.7	29	Medium

Notes

(1) These data represent information summarized from the draft Alternatives Analysis Report on the West Eugene EmX Extension project as of July 30, 2010, and are subject to final verification and revision. The final data and analysis will be published in the Final Alternatives Analysis Report, which will be available on the project website (<http://weemx.ltd.org>) following review of the draft report by the Federal Transit Administration. Additionally, individual technical subject reports also will be available on the project website as the reports are finalized following FTA review.

(2) Average of in-vehicle travel time for transit trips from downtown Eugene to West 11th & Seneca and West 11th & Commerce.

(3) Route lengths and type: Total length of alternative / length in miles of BAT lane / length in miles of exclusive transitway / length in miles of mixed traffic

(4) Parking utilization was evaluated at morning, afternoon, and evening times on two different days. A low utilization rate means that no more than 25 percent of the parking was used at any surveyed time. A medium utilization rate means that no more than 50 percent of the parking was used at any surveyed time.

TSM = Transportation Systems Management (a non-EmX, traditional bus system alternative focusing on relatively lower-cost capital improvements and bus service refinements).

DO = Design Option

BAT Lane: Bus and Business Access: An EmX priority lane; generally a concrete lane, separated from general-purpose lanes by a paint stripe and signage, shared with right- or left-turning general-purpose vehicle traffic.

Transitway: EmX only; generally with a concrete lane or concrete tracks with grass-strip divider; traversed by general-purpose vehicles at signalized intersections only. Sections of transitway on W 13th are additionally separated by a curb with various traversable curb breaks at intersections.