

## Exhibit A

### LTD Pioneer Parkway EmX Locally-Preferred Alternative Recommendation to the Metropolitan Policy Committee May 11, 2006

***Pioneer Parkway: South “A” to “B” Streets.*** This segment extends from the new Springfield Station at Pioneer Parkway East and South “A” Street to “B” Street (825 ft.).

Northbound BRT vehicles would travel north from the Springfield Station (Pioneer Parkway East and South “A”) in an exclusive transit lane located within the existing curb line along the west side of Pioneer Parkway East. On-street parking on the east side of the street would be replaced with a general traffic lane to maintain two lanes of general traffic. The existing on-street northbound bike lane would be relocated to an off-street multi-modal path.

Southbound BRT vehicles would travel on the east side of Pioneer Parkway West in an exclusive transit lane within the existing curb line. On-street parking on the east side of the street would be removed and replaced with the transit lane. Southbound BRT vehicles would turn east onto South “A” Street and utilize a transit lane built as part of the Franklin Corridor BRT Project (to be completed 2006).

Both northbound and southbound transit lanes allow for automobiles to access driveways and alleys, and to make left turns at intersections.

On-street parking in front of the business at 145 Pioneer Parkway East will be retained or replaced.

***Pioneer Parkway: “B” Street to “E” Street.*** This segment extends north from downtown Springfield to “E” Street (960 ft.).

Northbound BRT vehicles would travel in a transit lane within the existing right of way along the west side of Pioneer Parkway East. The western curb of Pioneer Parkway East is relocated approximately two feet to the west. On-street parking on the east side of the street would be removed and replaced with a general traffic lane to maintain two lanes of general traffic.

Southbound BRT vehicles would travel in a transit lane on the east side of Pioneer Parkway West within the existing curb line. On-street parking on the east side of the street would be removed to allow for the transit lane.

Both northbound and southbound transit lanes allow for automobiles to access driveways and alleys, and to make left turns at intersections.

**Pioneer Parkway: “E” Street to “F” Street.** This segment contains the first BRT station north of downtown Springfield (320 ft.).

Northbound BRT vehicles would travel in a transit lane within the existing right of way along the west side of Pioneer Parkway East. On-street parking on the east side of the street would be replaced with a general traffic lane to maintain two lanes of traffic. The northbound BRT station would be located within the existing right-of-way, just north of “E” Street between the existing multi-modal path and the transit lane.

Southbound BRT vehicles would travel in a transit lane on the east side of Pioneer Parkway West within the existing curb line. On-street parking on the east side of the street would be removed to allow for the transit lane. The southbound BRT station would be located just south of “F” Street.

Both northbound and southbound transit lanes allow for automobiles to access driveways and alleys, and to make left turns at intersections.

Inset on-street parking bays will be created in the vicinity of 623 Pioneer Parkway East to replace the on-street parking that is displaced in front of that residence.

**Pioneer Parkway: “F” Street to Meadow Park Area.** This segment extends north into the limited access section of Pioneer Parkway (945 ft.).

Northbound BRT vehicles travel in a transit lane along the west side of Pioneer Parkway East. The transit lane infringes approximately seven feet into the landscaped median to allow for the addition of the transit lane.

Southbound BRT vehicles travel along the east side of Pioneer Parkway West. The curb line is relocated to the east approximately 10 feet to accommodate the transit lane. The southbound transit lane may be used by automobiles making left turns at intersections.

**Pioneer Parkway: Meadow Park Area to Centennial Blvd.** This segment continues north along the limited-access section of Pioneer Parkway from where the north and south parkways converge to the intersection of Pioneer Parkway and Centennial Blvd. (1,025 ft.).

The northbound transit lane remains on the west side of Pioneer Parkway East and infringes approximately six feet into the existing landscaped median. The eastern curb line of Pioneer Parkway East is adjusted approximately three feet to the east to allow enough space for the addition of the transit lane. Approaching the Centennial Blvd. intersection, the northbound transit lane becomes a transitway (physically separated from the travel lane). The multi-modal path is adjusted slightly to the west to accommodate both transitways at the intersection. Crosswalk distances would increase across both Pioneer Parkway East and Pioneer Parkway West.

The southbound transitway travels entirely within the median, angling from the northeast to avoid a row of mature fir trees along Pioneer Parkway West. The southbound lane crosses the multi-modal path via an at-grade crossing at the south end of the segment. The multi-modal path is slightly realigned to accommodate the at-grade crossing with the transitway. The design of the crossing may include special treatment to warn bicyclists and pedestrians of an approaching BRT vehicle.

The transitway and transit lane are aligned parallel to each other and are separated by a landscaped strip approximately 15-feet wide.

***Pioneer Parkway: Centennial Blvd. to Hwy 126 On/Off Ramps.*** This segment continues north along the limited access section of Pioneer Parkway (1,520 ft.).

A single platform station, serving both the northbound and southbound BRT service, is located on the north side of Centennial.

The transitways angle to the east to avoid significant impact to most of the trees and environment within the landscaped median. The southbound transitway remains separated by a curb for the entire length of the segment while the northbound transitway turns into a transit lane when traveling adjacent to general traffic lanes.

Property would need to be acquired from the school grounds along Pioneer Parkway East to allow for the addition of the transit lanes. Although this alternative minimizes the impact to the trees within the landscaped median, trees along the school property would need to be removed.

In addition, the transitways would require construction of a new bridge or modification of the existing bridge that traverses the Patterson/"Q" Street Slough just south of the Hwy 126 southern on/off ramps. The bridge width would be increased to the east to keep the same gap between the northbound automobile bridge and the multi-modal bridge.

***Pioneer Parkway: Hwy 126 On/Off Ramps to Pioneer Plaza Access.*** This segment continues north under Hwy 126 and through the "Q" Street intersection (880 ft.) to the western access to the Pioneer Plaza Shopping Center.

A station would be located just south of the Pioneer Plaza Access.

Transitways are located within the landscaped median. BRT vehicles would use the pedestrian cycle at all signalized intersections. Crosswalk distances would increase across Pioneer Parkway East. The multi-modal path would be realigned to the west to accommodate the transitways.

In order to provide sufficient space to accommodate the two transitways and the multi-modal path in the median area, the southbound left turn lane from Pioneer Parkway West to "Q" Street is relocated adjacent to through traffic lanes.

**Pioneer Parkway: Pioneer Plaza Access to Hayden Bridge Way.** This segment continues north from the Pioneer Plaza Shopping Center along the limited-access section of Pioneer Parkway (2,965 ft.) to Hayden Bridge Way.

The northbound transit lane does not infringe on the landscaped median other than at the south and north ends of the segment. Pioneer Parkway East would be widened approximately six feet to the east to accommodate the addition of the northbound transit lane. The bike/pedestrian path along the eastern side of Pioneer Parkway East would no longer be separated from traffic by landscaping.

The southbound transitway is located entirely within the landscaped median and separated from the northbound transit lane by a landscaped strip approximately thirteen feet wide.

The multi-modal path within the median is separated from the southbound transitway by an eight-foot landscaped strip.

A central platform BRT station would be located just south of the Pioneer Parkway and Hayden Bridge Way intersection. At the north end of this segment, the northbound transit lane returns to a physically separated transitway as it approaches the BRT station. A roundabout configuration, to be built by the City of Springfield, is under construction at the Hayden Bridge Way and Pioneer Parkway intersection.

BRT would operate in mixed-traffic through the roundabout. Northbound BRT vehicles would merge into traffic just prior to the roundabout. Southbound BRT vehicles would enter a transitway upon exiting the roundabout.

The multi-modal path is adjusted to the west near the Pioneer Parkway and Hayden Bridge Way intersection to accommodate the transitways and BRT station.

**MLK Jr. Parkway: Hayden Bridge Way to RiverBend Drive.** This segment extends north along the new MLK Jr. Parkway. The new parkway is a City of Springfield project comprised of two northbound and two southbound traffic lanes, shoulders, bike lanes, and sound walls (2,630 ft.).

Northbound BRT vehicles would exit the roundabout at Hayden Bridge Road and travel in the right lane along MLK Jr. Parkway. The BRT vehicles would enter an extended right turn pocket as they approach the intersection at RiverBend Drive. A single-sided northbound BRT station would be located south of the intersection of RiverBend Drive on the eastern side of MLK Jr. Parkway. After departing the station, BRT vehicles would turn right onto RiverBend Drive before entering a transit lane. Automobiles would share this right-turn lane.

Southbound BRT vehicles would use an exclusive left-turn lane from RiverBend Drive onto MLK Jr. Parkway. BRT vehicles would dock at a single-sided station

within the median of RiverBend Drive, just east of the intersection of MLK Jr. Parkway. After leaving the station, BRT vehicles would turn left into mixed traffic and continue south. BRT vehicles would then enter a median transit lane and merge back into the left travel lane just before entering the roundabout at Hayden Bridge Way.

***RiverBend Drive: MLK Jr. Parkway to St. Joseph's Place.*** This segment is located along a new roadway that extends through the new hospital site (2,580 ft.).

Northbound and southbound transit lanes would be located in the median of RiverBend Drive and be separated by a landscaped median. Automobiles making left turns at intersections would share the transit lane with BRT vehicles. The split BRT station would be located at the intersection of RiverBend and Cardinal Way. BRT vehicles would travel through the intersection at Cardinal Way and dock at a far-side station.

***St Joseph Place to Deadmond Ferry Road.*** This segment continues in mixed traffic east along St. Joseph Place and then north along Baldy View (1,410 ft.). Note that the City of Springfield has not yet determined the exact street network through this area.

***International Way: Deadmond Ferry Road to Maple Isle Farm Road.*** This segment starts north then turns to the west and follows International Way through campus industrial developments (2,950 ft.).

BRT lanes would be constructed in the median of International Way, creating a design with two travel lanes and two BRT lanes. The bike lanes would be relocated to share a widened bicycle/pedestrian facility on either side of International Way.

A BRT station would be located near the PacificSource building and the main RiverBend Annex building on International Way. Transit lanes would continue from this station in the median. Left-turning automobiles would share the transit lanes at major driveways and intersections.

BRT vehicles would travel in mixed traffic through the existing roundabout at the Maple Isle Farm Road intersection.

***International Way: Maple Isle Farm Road to Game Farm Road North.*** This segment continues west through campus industrial developments (2,515 ft.).

BRT lanes would be constructed in the median of International Way, creating a design with two travel lanes and two BRT lanes. The bike lanes would be relocated to share a widened bicycle/pedestrian facility on either side of International Way.

BRT vehicles would travel in mixed traffic through the existing roundabout at the Maple Isle Farm Road intersection.

A BRT station would be located just west of the Maple Isle Farm Road and International Way intersection. Transit lanes would continue west to the next BRT station at the intersection of Sports Way. Left-turning automobiles would share the transit lanes at major driveways and intersections.

To maintain the general traffic left turn pocket onto Sports Way, the station located just west of the intersection would be single-sided. Transit lanes on either side of this station would operate in a single, bi-directional transit way.

**Gateway Street: International Way to Harlow Road.** A Transportation Systems Management Alternative is used in this segment. Buses in both directions would travel in mixed traffic in the right (curb) lane. Curb-side stations are located near the Best Buy driveway and the north Gateway Mall access road.

The Gateway Mall station is relocated to the “ring road” along the eastern edge of the development, just south of Oakdale. Southbound service will be provided via a curbside station. Northbound vehicles will access the station from the south mall access road. The northbound buses re-enter Gateway Street using a new access point at Oakdale.

Transit signal priority is proposed at all signalized intersections.

Additional transit priority enhancements, including queue-jump lanes, and exclusive transit lanes will be considered in conjunction with a City of Springfield transportation study of Gateway Street.

**Harlow Road: Beverly Street to Pioneer Parkway.** A Transportation Systems Management Alternative is used in this segment. Buses in both directions would travel in mixed traffic in the right (curb) lane. Two stations are proposed along this section; one near Hartman Lane and the other near Pheasant Blvd.

Transit signal priority is proposed at all signalized intersections.

Additional transit priority enhancements, including queue-jump lanes, and exclusive transit lanes will be considered in conjunction with a City of Springfield transportation study of Gateway Street.