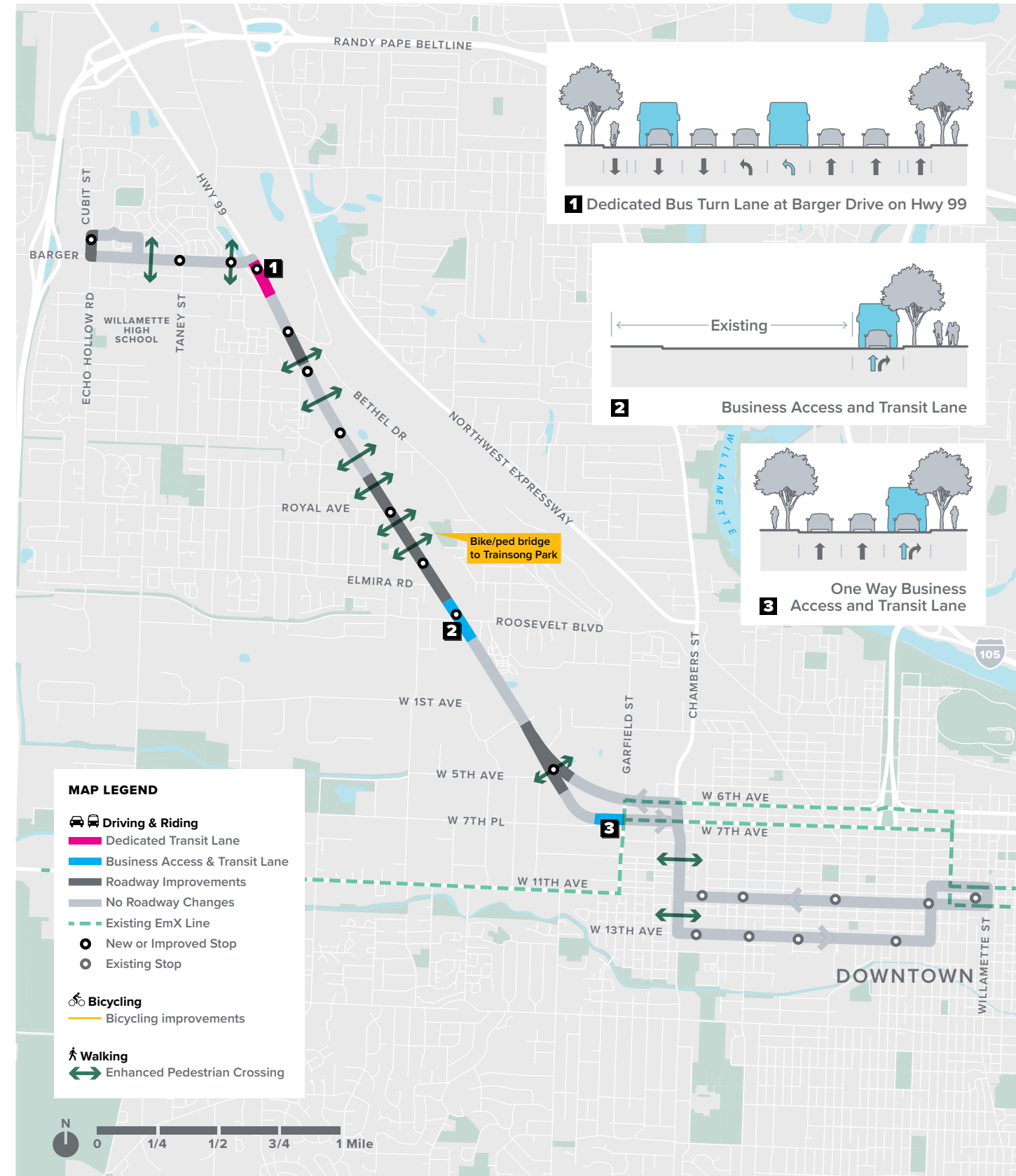
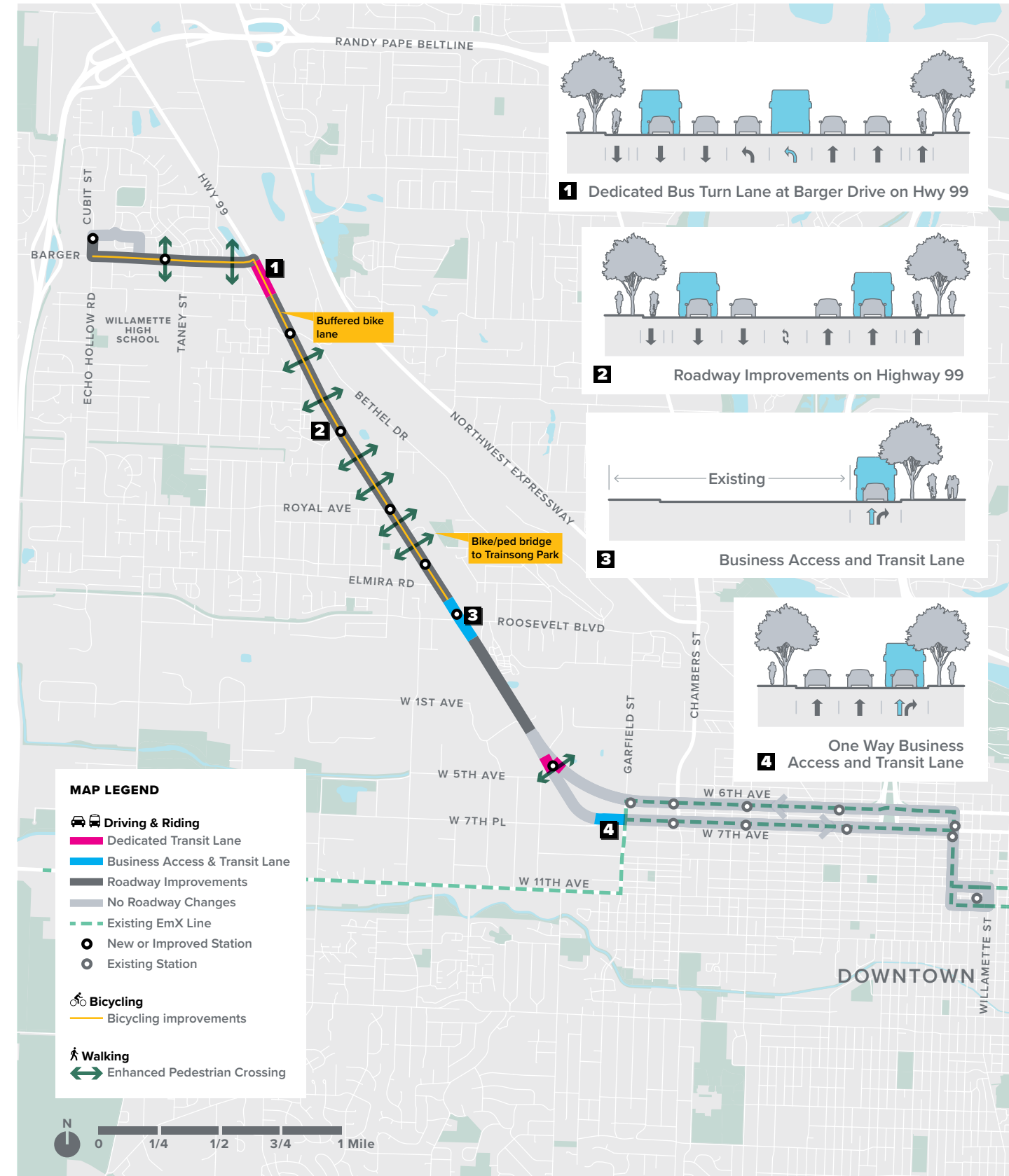


Highway 99 Corridor

Enhanced Corridor Alternative



EmX Alternative



This map shows the transit, bicycle, and pedestrian investments included in the Highway 99 EmX Corridor Alternative. The table below provides a comparison of this alternative with the No-Build and Enhanced Corridor 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 Served²			
Jobs	≈15,000	≈15,000	≈29,000
Population	≈34,000	≈34,000	≈50,000

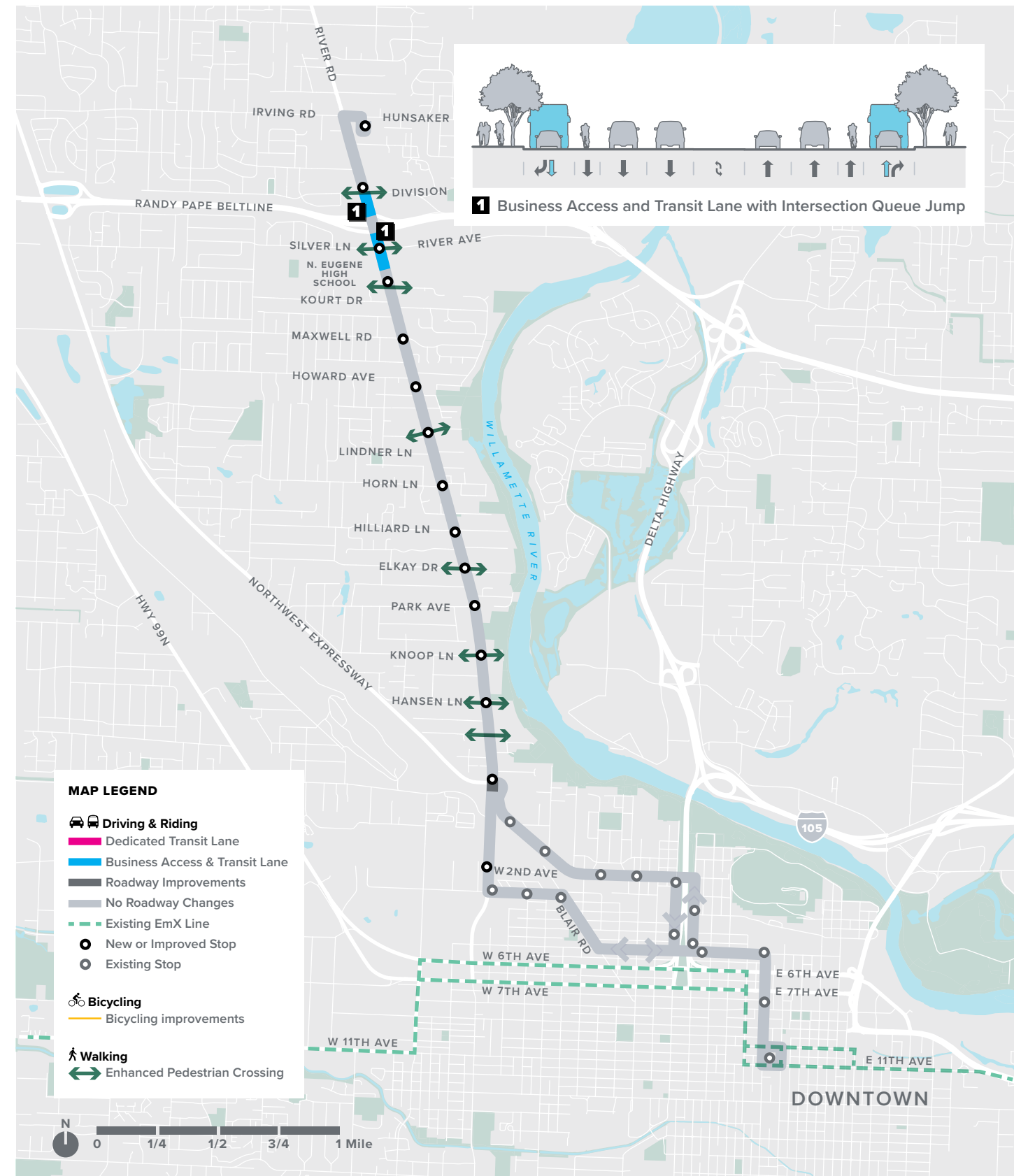
¹Mitigation measures would be used to avoid or reduce impacts

²These 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.

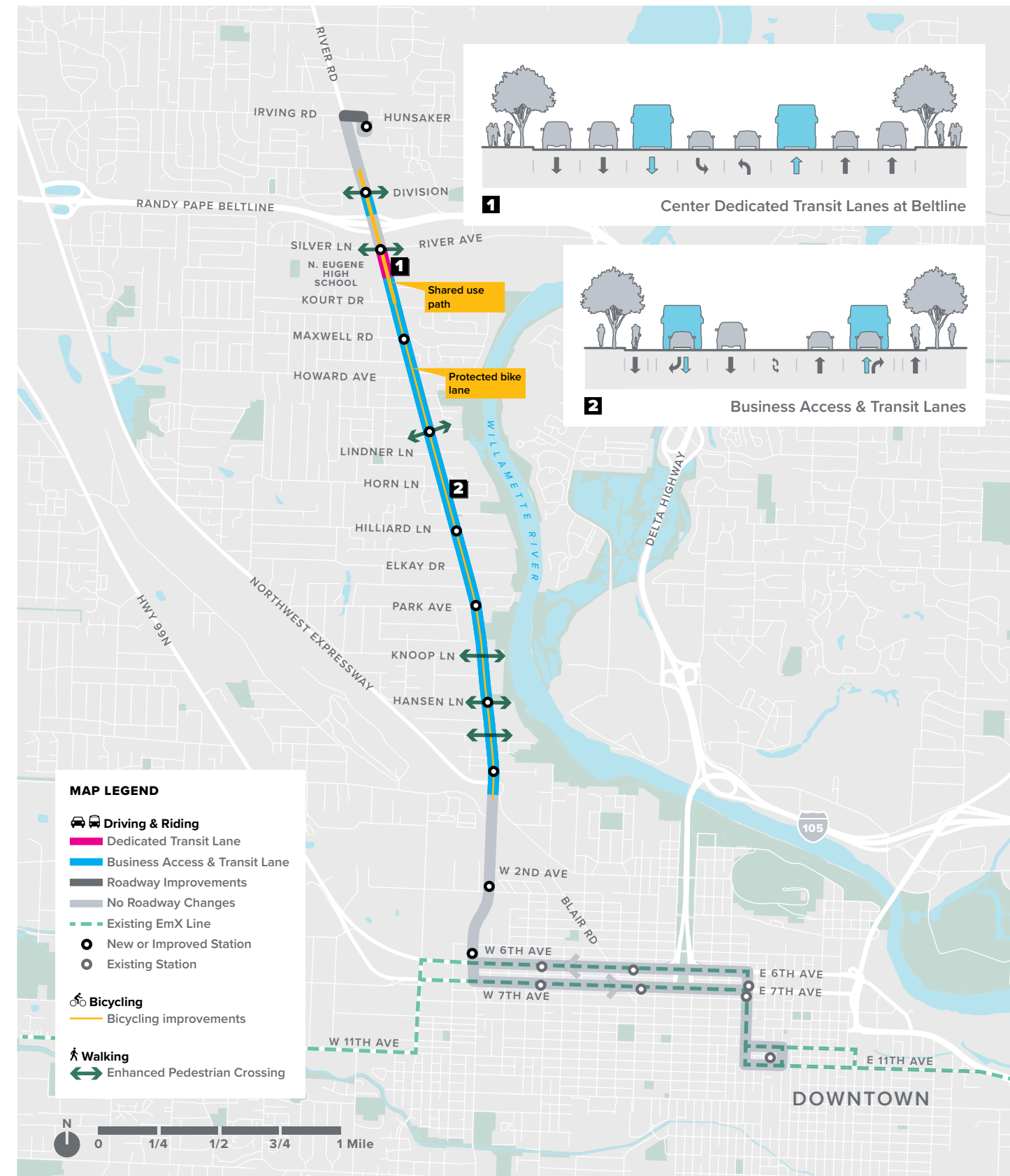


River Road Corridor

Enhanced Corridor Alternative



EmX Alternative



This map shows the transit, bicycle, and pedestrian investments included in the River Road EmX Corridor Alternative. The table below provides a comparison of this alternative with the No-Build and Enhanced Corridor 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 Served²			
Jobs	≈19,000	≈19,000	≈28,000
Population	≈35,000	≈35,000	≈44,000

¹Mitigation measures would be used to avoid or reduce impacts

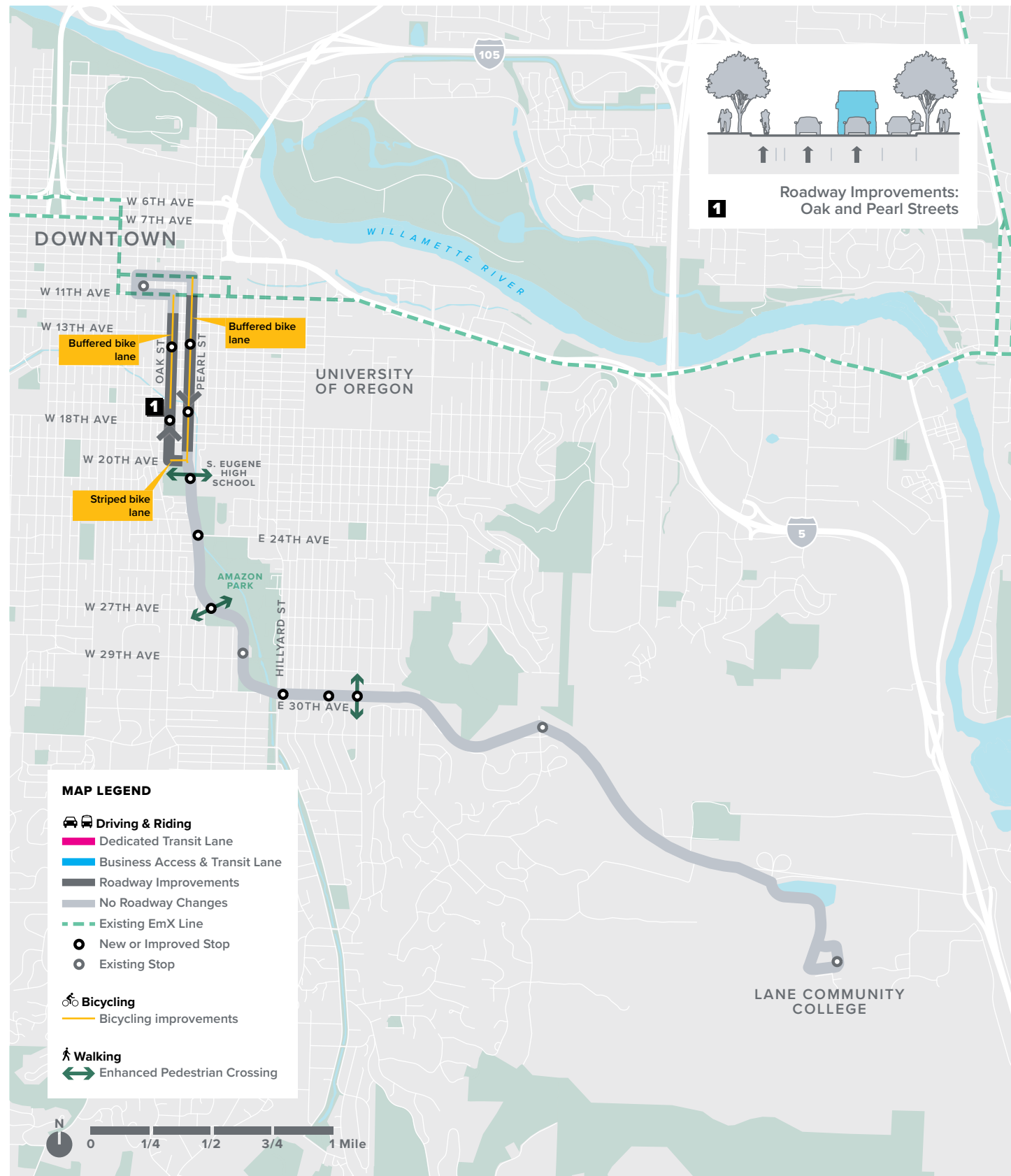
²These estimates are based on the No-Build and Enhanced Corridor Alternatives providing transit that serves people working and living within ¼ mile of the corridor and the EmX Alternative serving people working and living within ½ mile of the corridor.

Supports Project Criteria

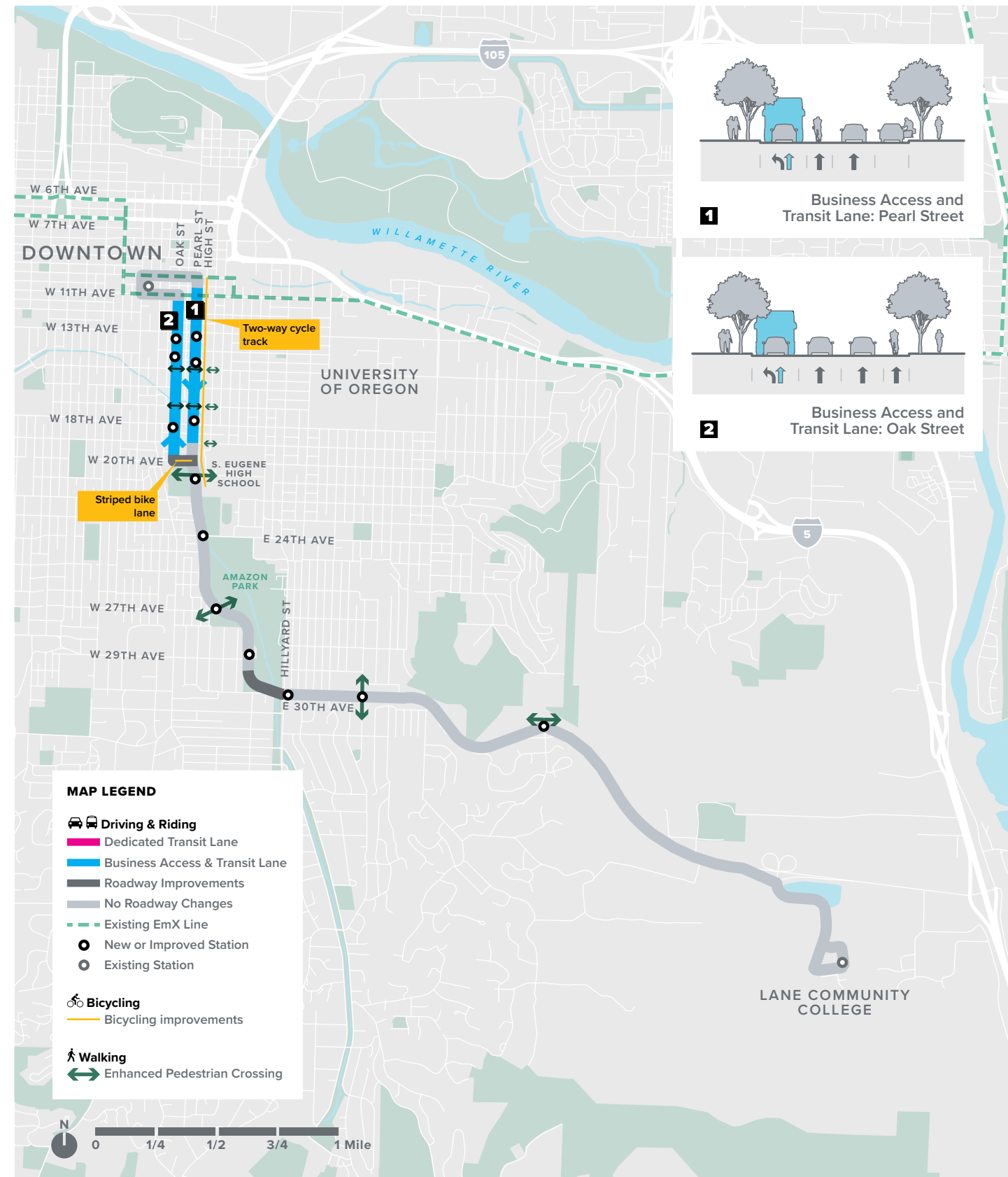
Does not Support Project Criteria

30th Avenue to LCC Corridor

Enhanced Corridor Alternative



EmX Alternative

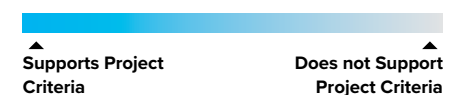


This map shows the transit, bicycle, and pedestrian investments included in the 30th Avenue to LCC EmX Corridor Alternative. The table below provides a comparison of this alternative with the No-Build and Enhanced Corridor Alternatives.

	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 Served²			
Jobs	≈15,000	≈15,000	≈30,000
Population	≈30,000	≈30,000	≈45,000

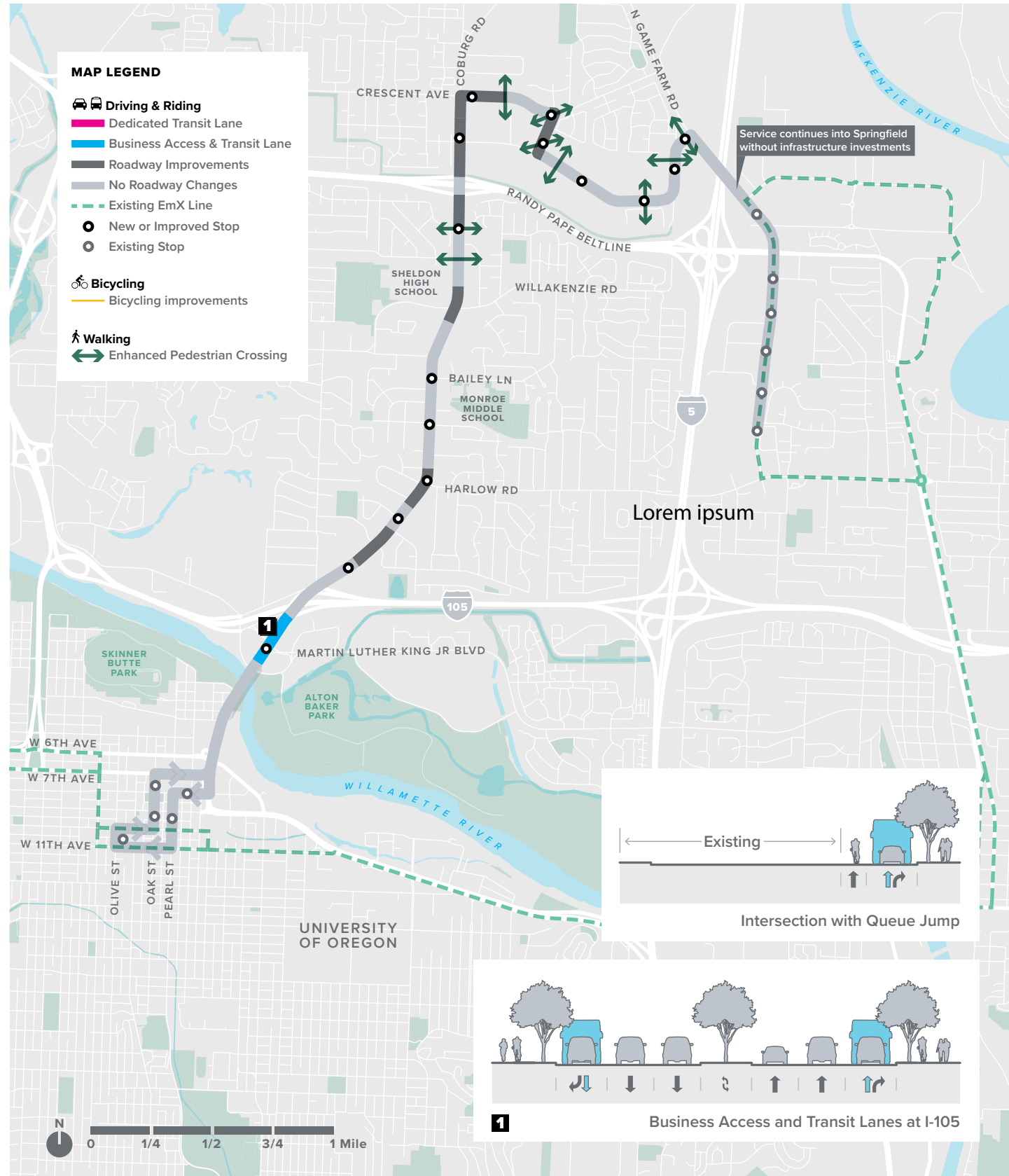
¹Mitigation measures would be used to avoid or reduce impacts

²These 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.

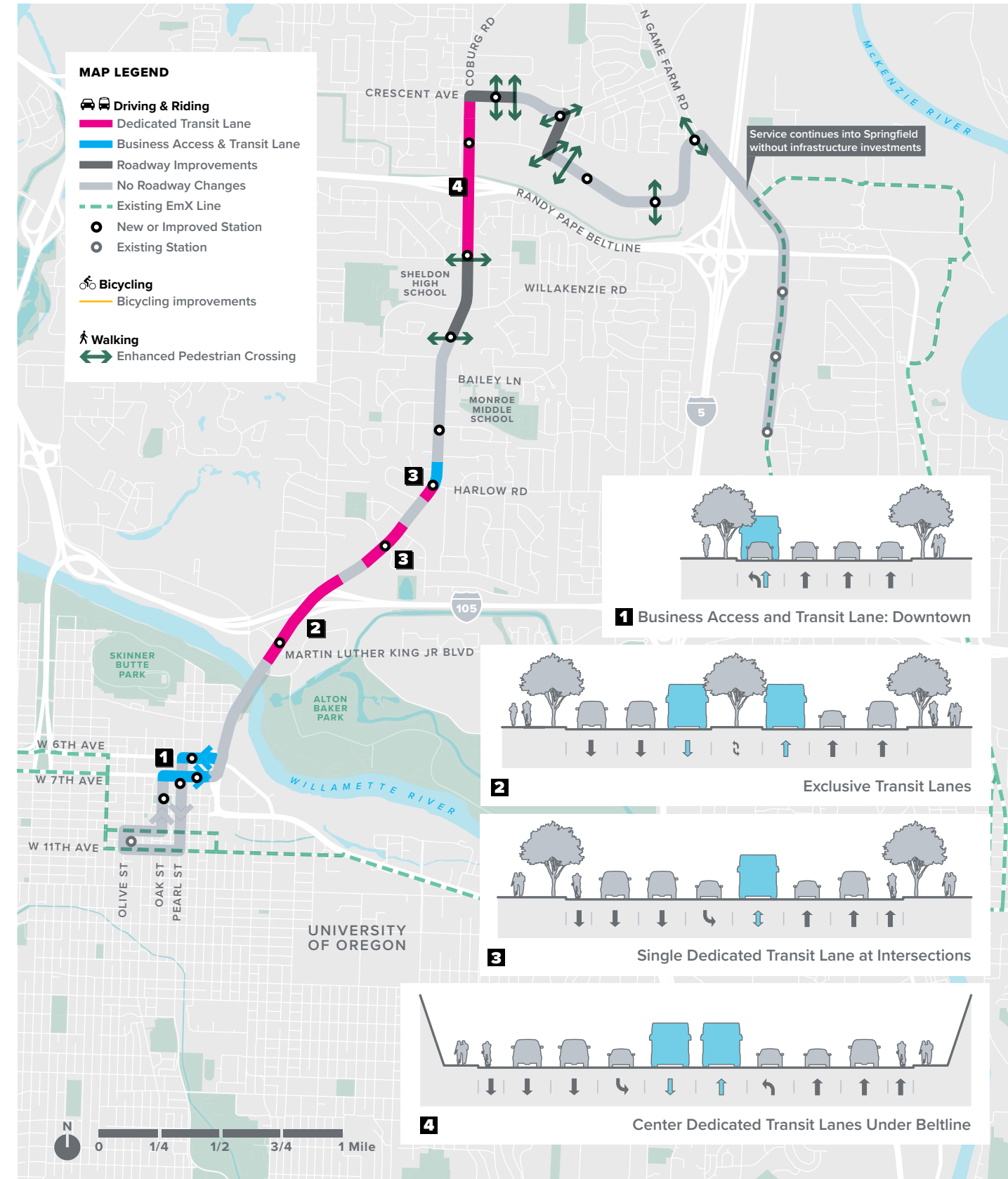


Coburg Road Corridor

Enhanced Corridor Alternative



EmX Alternative



This map shows the transit, bicycle, and pedestrian investments included in the Coburg Road EmX Corridor Alternative. The table below provides a comparison of this alternative with the No-Build and Enhanced Corridor Alternatives.

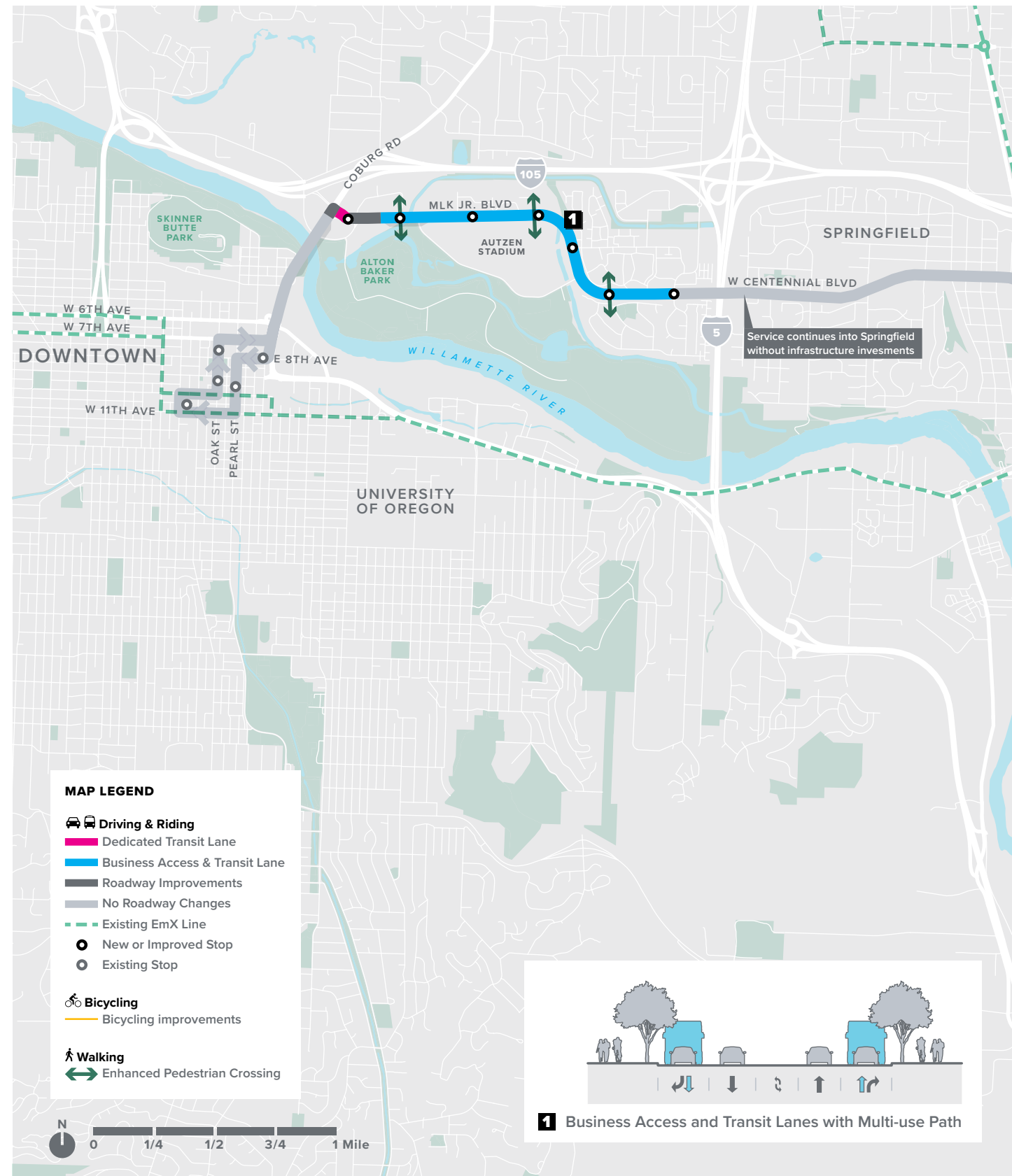
	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	\$0.0M	\$41.0M	\$113.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	\$0.0M	\$1.8M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	5 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</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 Served²			
Jobs	≈25,000	≈25,000	≈36,000
Population	≈41,000	≈41,000	≈50,000

¹Mitigation measures would be used to avoid or reduce impacts
²These 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.

Supports Project Criteria Does not Support Project Criteria

MLK Jr. Boulevard Corridor

Enhanced Corridor Alternative



This map shows the transit, bicycle, and pedestrian investments included in the Martin Luther King, Jr. Boulevard Enhanced Corridor Alternative. The table below provides a comparison of this alternative with the No-Build Alternative.

	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 Served²			
Jobs	≈15,000	≈15,000	
Population	≈26,000	≈26,000	

¹Mitigation measures would be used to avoid or reduce impacts
²These 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.

Supports Project Criteria Does not Support Project Criteria