

Table 2: Evaluation of Existing Bus Transfer Facility

Category	Criterion	Existing Facility Assessment
<b>Safety</b>	<ul style="list-style-type: none"> <li>Avoidance of bus and pedestrian conflicts</li> </ul>	Ranks "fair" because there is space provided in the center island for passengers to wait and transfer between buses. However, passengers often congregate against the adjacent building within the bus travel lane.
	<ul style="list-style-type: none"> <li>Avoidance of bus/automobile conflicts</li> </ul>	Ranks "fair" because bus operations are mixed with general street traffic. Bus maneuvers into and out of the facility can be challenging due to congested streets and on street parking adjacent to the facility.
	<ul style="list-style-type: none"> <li>Maximization of the perception of personal security</li> </ul>	Ranks "fair." The current facility is on a moderately busy city street with some visibility, lighting, and surrounding land use activity. However, there are some people that loiter at the facility making it uncomfortable for some people where it could be perceived as unsafe.
	<ul style="list-style-type: none"> <li>Minimization of impacts on adjacent roadways</li> </ul>	Ranks "fair" because the operation of buses in the downtown does have an impact on traffic operations.
<b>Convenience</b>	<ul style="list-style-type: none"> <li>Minimize the walking distance for patrons who are making transfer connections.</li> </ul>	Ranks "fair" because patrons have minimal walking distances to make transfers. However, because there are not dedicated bays for each route, the current configuration can be confusing.
	<ul style="list-style-type: none"> <li>Minimize the walking distance for patrons destined or originating downtown</li> </ul>	Ranks "good" because many patrons have minimal walking distances to adjacent state office buildings and other office or retail employment in the downtown.
<b>Cost</b>	<ul style="list-style-type: none"> <li>Minimize both the operating cost and the cost to build, renovate and/or maintain a transfer facility.</li> </ul>	Ranks "good" because the existing facility is already paid for.

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Category	Criterion	Existing Facility Assessment
<b>Operational Functionality</b>	<ul style="list-style-type: none"> <li>Maximization of efficient transit operations both on and off site</li> </ul>	Ranks “fair” because transit vehicles can typically access the site without problems. However, increased congestion and tight turning radiuses in the downtown adds difficulty to operations. Buses also experience side friction due to on street parking.
	<ul style="list-style-type: none"> <li>Optimize the visibility of the location so that it is easy for patrons to locate.</li> </ul>	Ranks “fair.” The McDaniel & West Park Central location is easy to find and is central to downtown Springfield located just a block from the downtown square. However, it does appear to be located in an alley and is not visible from the east until you come upon it.
<b>Flexibility/Expandability</b>	<ul style="list-style-type: none"> <li>Flexibility of the facility to accommodate future growth or changes in the bus operation.</li> </ul>	Ranks “poor.” The site is able to accommodate vehicles for the existing number of routes. However, there is not enough room to provide dedicated bus bays and if transit service is expanded, the facility cannot accommodate additional vehicles. In addition, the site will limit operation of longer vehicles that may be acquired in the near future. Presently, the ten bus bays serve 30-foot vehicles. With 40-foot vehicles, the same space would only serve 7 or 8 vehicles.
	<ul style="list-style-type: none"> <li>The opportunity the facility provides to develop open space and parks.</li> </ul>	Ranks “poor.” There is no opportunity to develop parks or open space with the current off-street facility.

### 3.3 Assessment Summary and Conclusions

Of the eleven criteria used to evaluate the current bus transfer facility, two have “poor” rankings. Namely, these include criteria relating to flexibility/expandability (the opportunity of the facility to accommodate future growth or changes in the bus operation and the opportunity the facility provides to develop open space and parks).

“Fair” rankings include criteria related to safety (bus and pedestrian conflicts, bus/automobile conflicts, the perception of personal security, and impacts on adjacent roadways), convenience (the walking distance for patrons who are making transfer connections), and operational functionality (efficient transit operations both on and off site, and the visibility of the location so that it is easy for patrons to locate).