



**LANE TRANSIT DISTRICT
BOARD OF DIRECTORS
WORK SESSION**

Wednesday, July 17, 2019
4:00 – 5:00 p.m.

LTD Board Room
3500 E. 17th Avenue, Eugene
(Off Glenwood Blvd. in Glenwood)

No public testimony will be heard at this meeting.

AGENDA

<u>Time</u>	<u>ITEM</u>	<u>Page</u>
4:00 p.m.	I. CALL TO ORDER	
4:01 p.m.	II. ROLL CALL <input type="checkbox"/> Carl Yeh (President) <input type="checkbox"/> Kate Reid (Vice President) <input type="checkbox"/> Joshua Skov (Secretary) <input type="checkbox"/> Don Nordin (Treasurer) <input type="checkbox"/> Caitlin Vargas <input type="checkbox"/> Steven Yett <input type="checkbox"/> Emily Secord	
4:02 p.m.	III. COMMENTS FROM THE BOARD PRESIDENT <i>This agenda item provides an opportunity for the Board president to formally communicate with the Board on any current topics or items that may need consideration.</i>	
4:03 p.m.	IV. COMMENTS FROM THE GENERAL MANAGER <i>This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.</i>	
4:04 p.m.	V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA <i>This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements.</i>	
	VI. ITEMS FOR INFORMATION	
4:05 p.m.	A. TRANSIT TOMORROW [Tom Schwetz] Action Needed: None. Information Only <i>Daniel Costantino of Jarrett Walker and Associates (JWA) will present an update on the development of a draft network proposal currently underway.</i>	2
5:00 p.m.	VII. ADJOURNMENT	

The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD’s Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).



Daniel Costantino
daniel@jarrettwalker.com



Board Work Session

June 19, 2019

Why change the bus network?

- 20 years since the last time LTD took a look at the whole network
- Some big moves (EmX), lots of small route adjustments, but little total service growth (5%)
- Do LTD's services still reflect the community's values and priorities for transit?

How did we get here?

- May '18: Choices Report
- Jun-Aug '18: Community Engagement, Phase 1
- Jan '19: Scenarios Report
- Jan-Feb '19: Community Engagement, Phase 2
- Mar '19: Board Direction
- **Now: Draft Recommended Network**

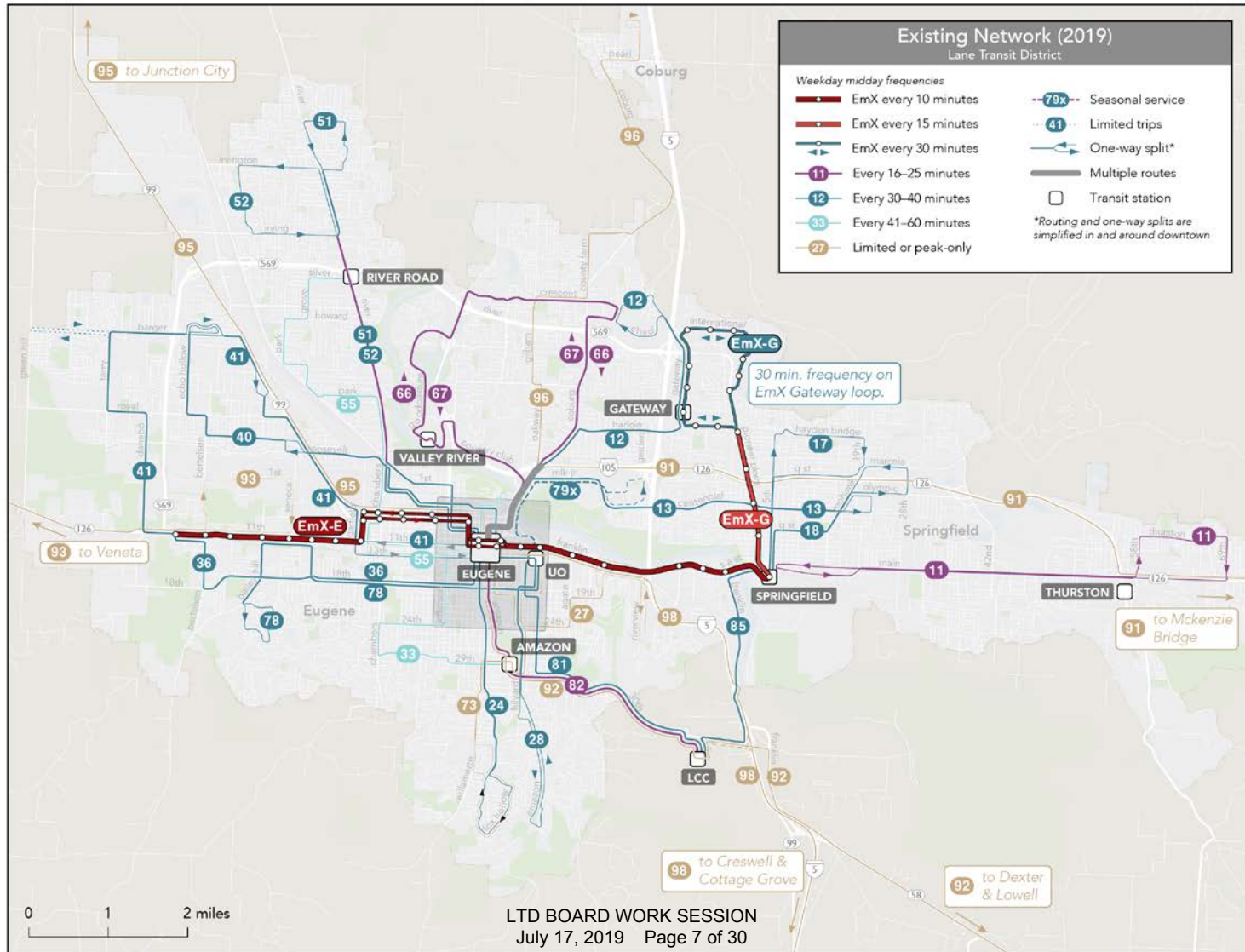
What comes next?

- **June-July:** gathering internal and partner agency comments on the Draft Plan.
- **August:** once we have incorporated comments, we will ask for your approval to turn this into a Final Plan.
- **Fall-Winter:** we will take the steps necessary to get to a Final Plan. This will include:
 - Public review and comment on the proposal
 - Updates and revisions leading to Board adoption
 - Detailed technical work and logistics leading to implementation

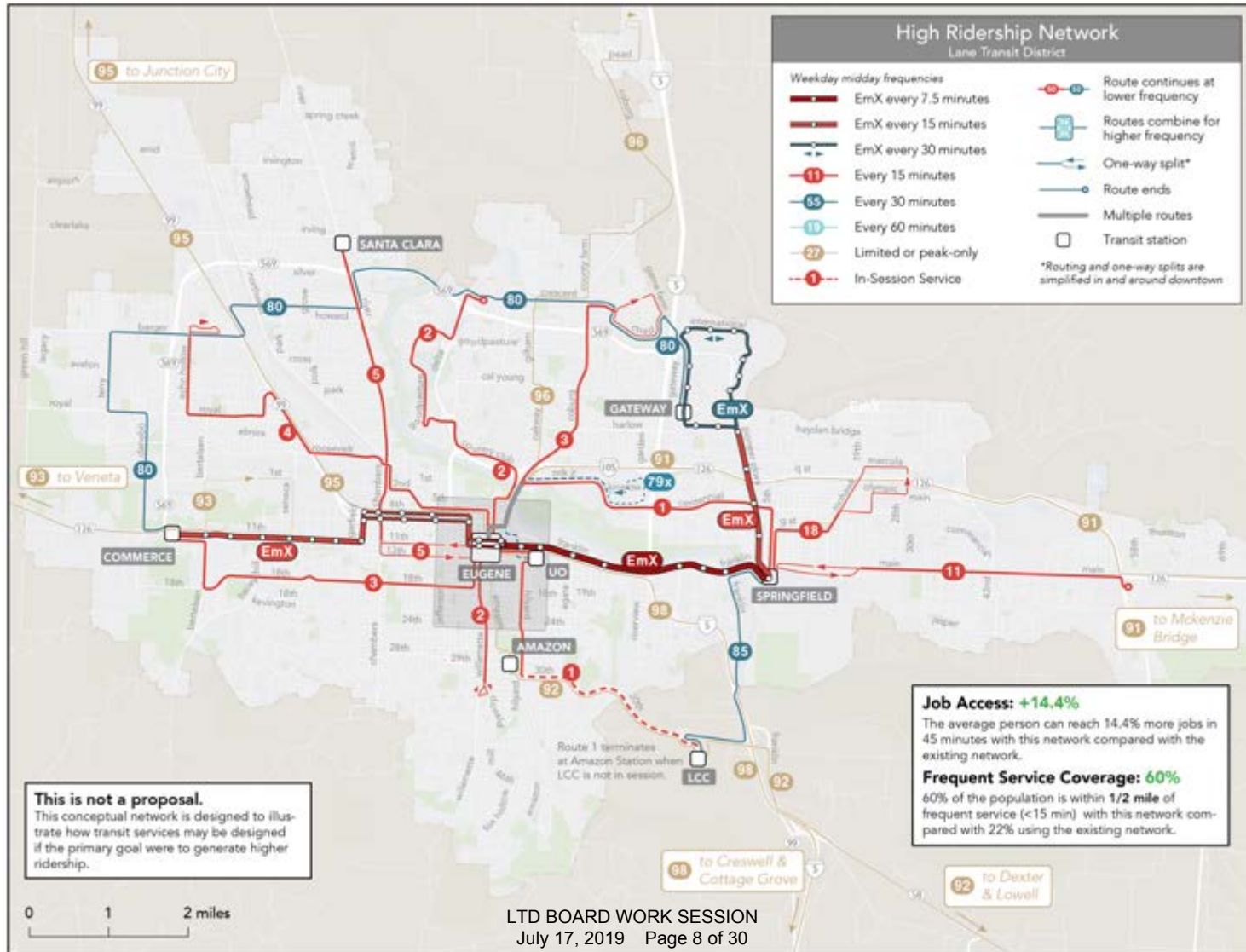
LTD Transit Tomorrow

Trade-Offs + Board Direction

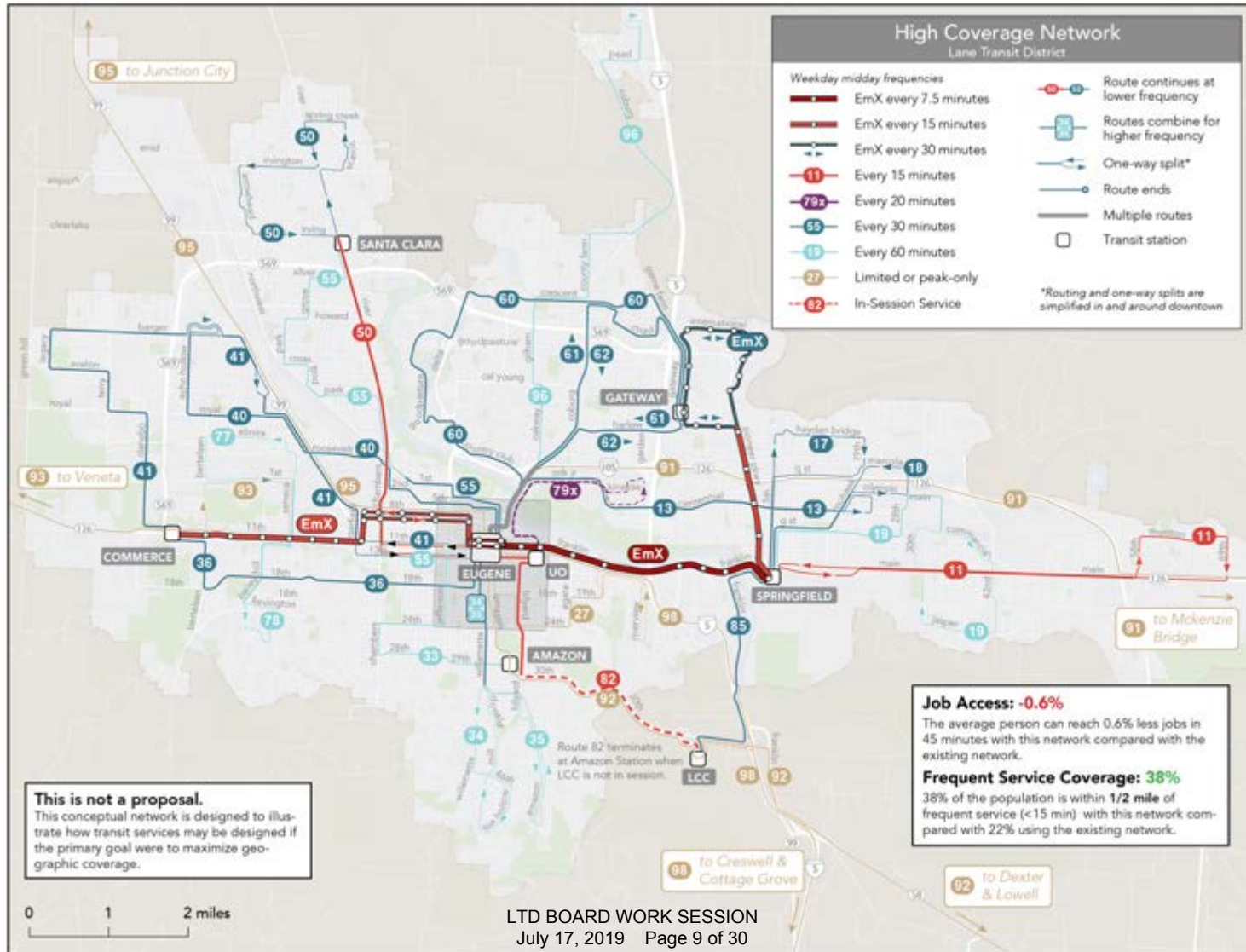
Existing Network



Ridership vs. Coverage



Ridership vs. Coverage



More Service vs. Lower Fares

- LTD is about to start receiving new STIF funds.
- Should we spend these new resources on increasing service, or on making it more affordable?

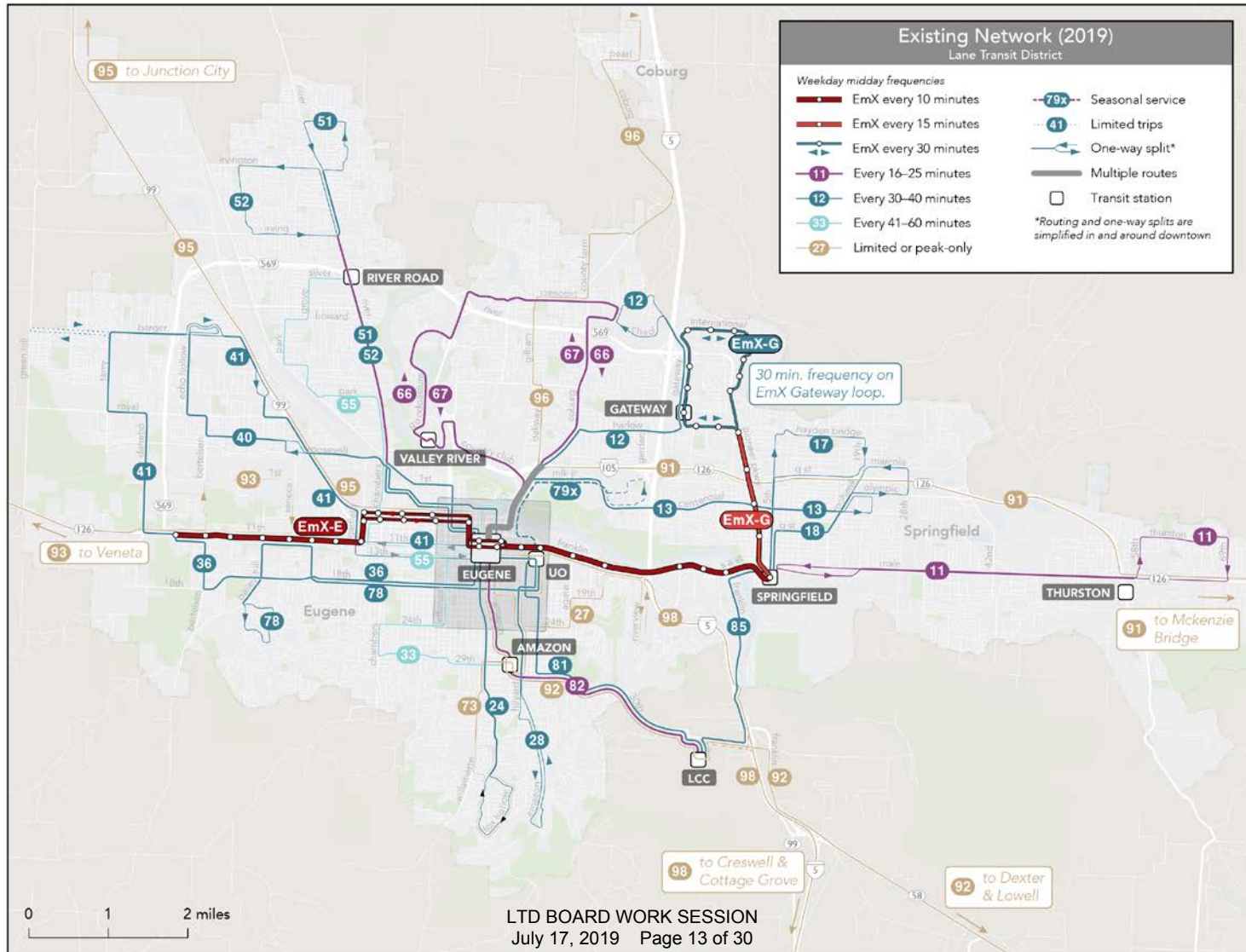
Board Direction (March 2019)

- **80 - 85% Ridership** (up from 65%)
- **15 – 20% Coverage** (down from 35%)
- Up to 5% in service other than fixed routes
- Except for youth pass and expanded low-income program, **focus most new resources on service**

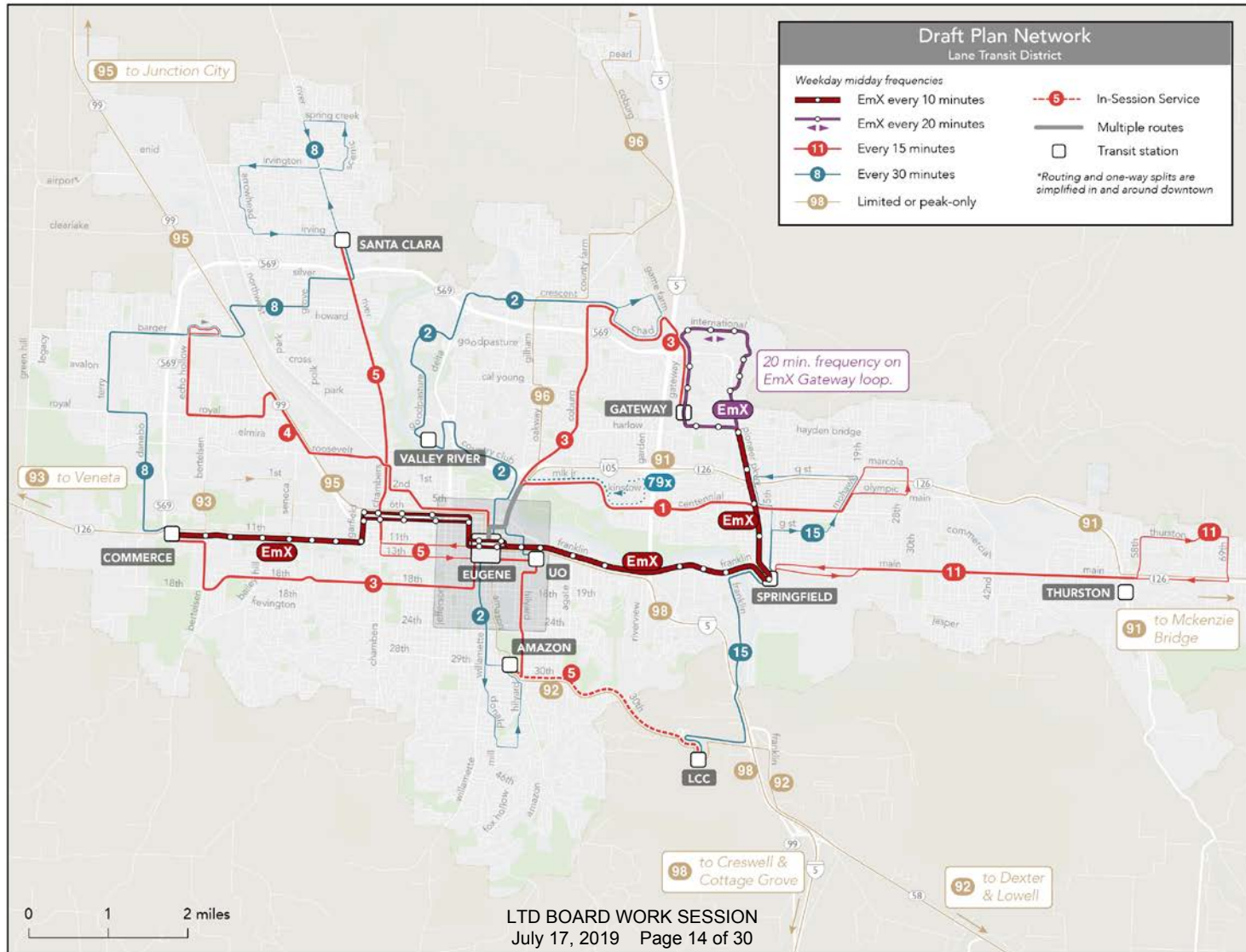
LTD Transit Tomorrow

Draft Network Plan

Existing Network (65% Ridership, 35% Coverage)



Proposed Network (83% Ridership, 17% Coverage)



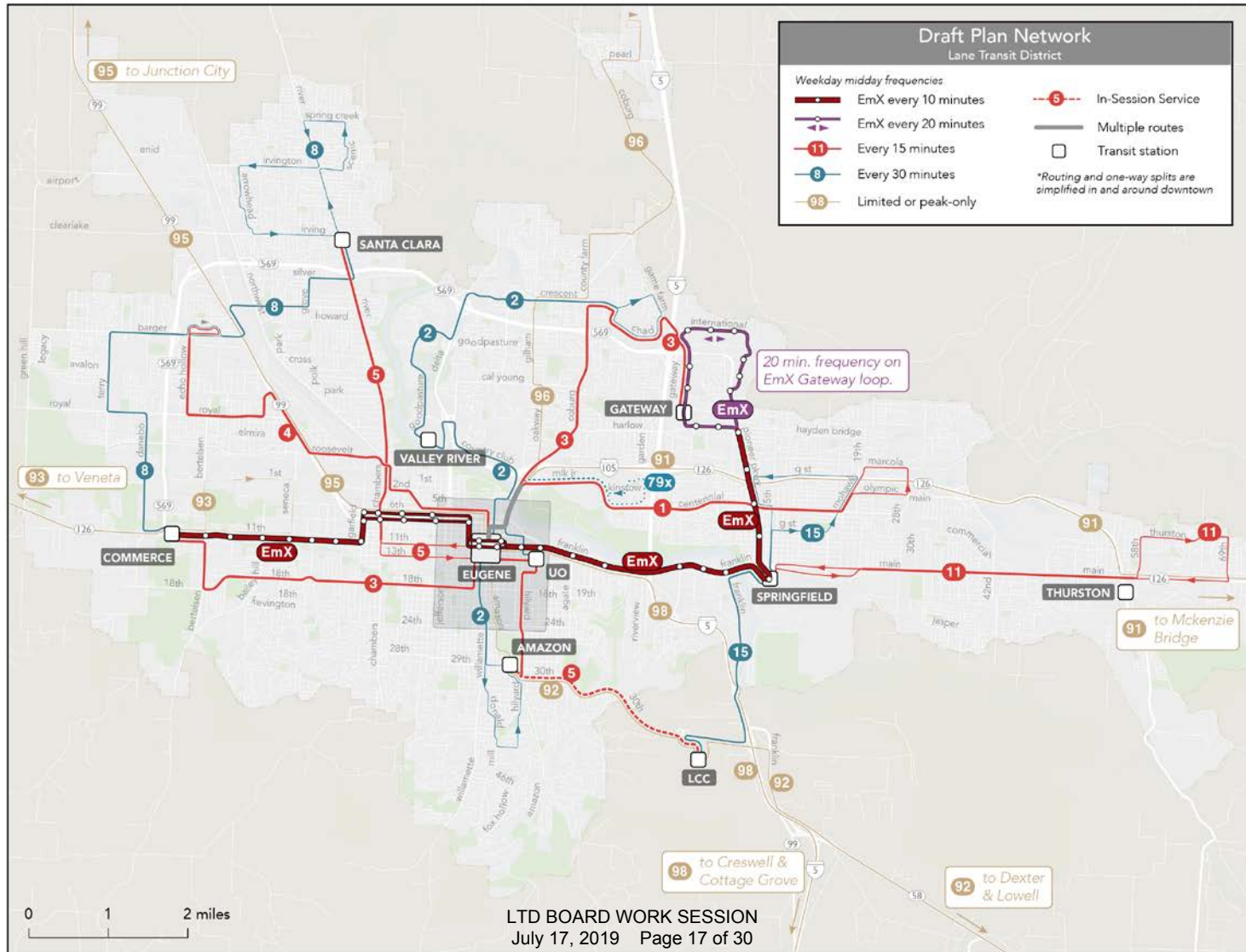
How did we prioritize « coverage » areas?

- How many people would be farther from service?
- How far would they be from an alternative?
- How many of those people are **communities of concern**?
 - Low Income, Zero Vehicles, Seniors, People of Color

Simpler and More Frequent Service

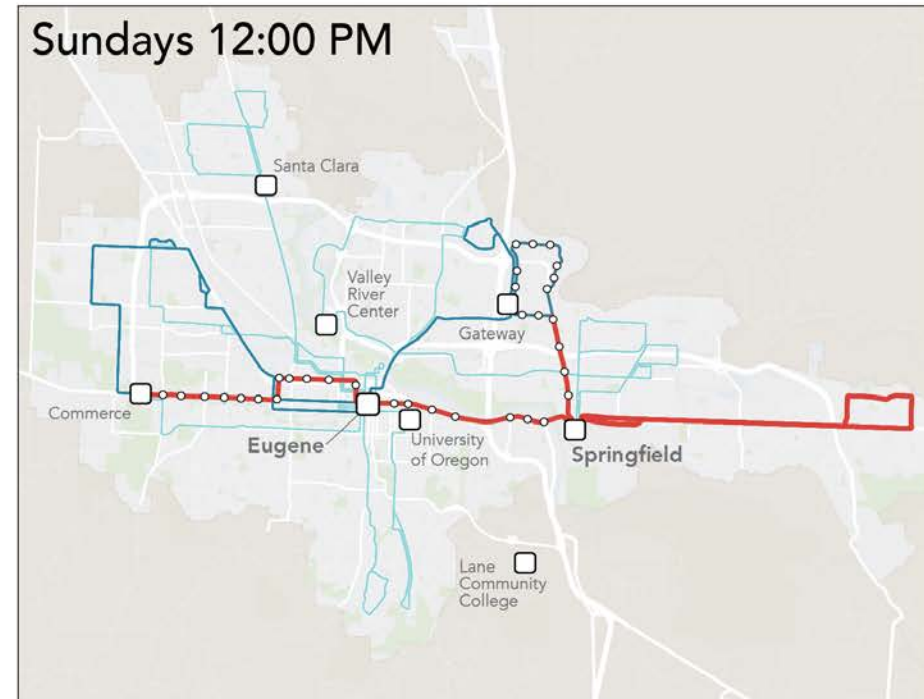
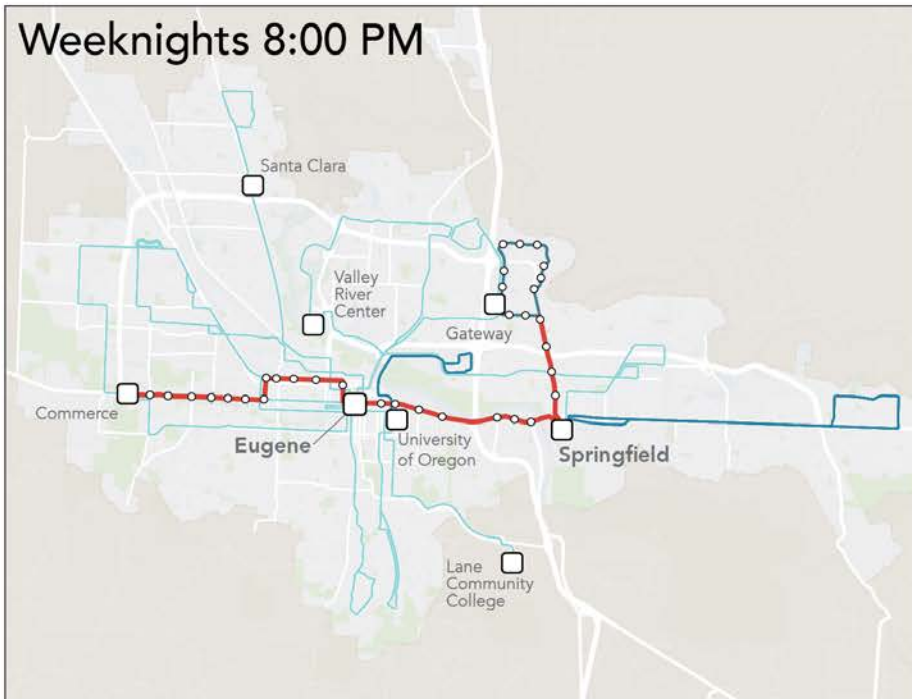
- From 26 routes to 10 routes
- **Seven of 10 proposed routes would operate every 15 minutes or better**
- Several routes would operate through Eugene or Springfield station, reducing the need for transfers

Proposed Network (83% Ridership, 17% Coverage)



More Evening and Weekend Service

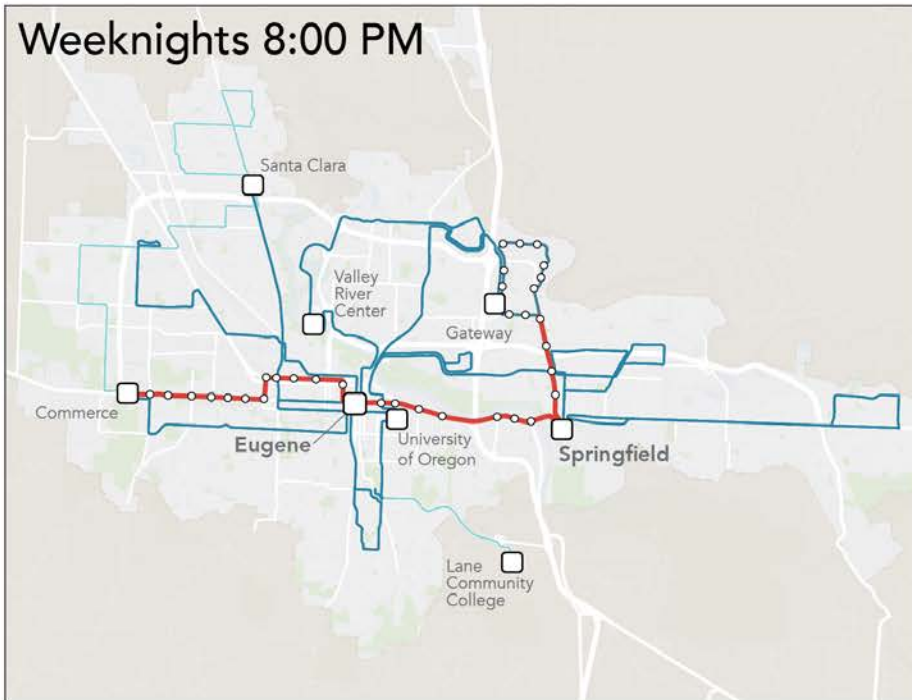
Existing Network



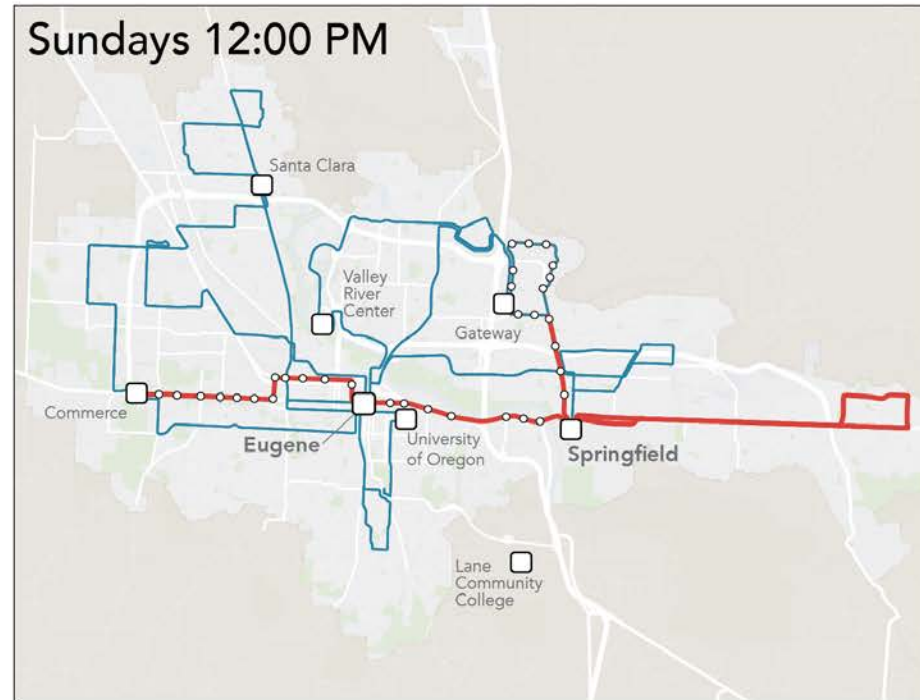
More Evening and Weekend Service

Proposed Network

Weeknights 8:00 PM



Sundays 12:00 PM



Legend	
<i>Service frequencies</i>	
EmX every 10 minutes	Every 30 minutes
EmX every 15 minutes	Every 60 minutes
EmX every 30 minutes	Limited or peak-only
Every 15 minutes	Multiple routes
Every 20 minutes	Transit station

More Evening and Weekend Service

- **Service every 30 minutes or better until 10 PM** on weekdays and Saturdays
- **All routes every 30 minutes or better on Sundays**
 - ~20% more total service on weekends

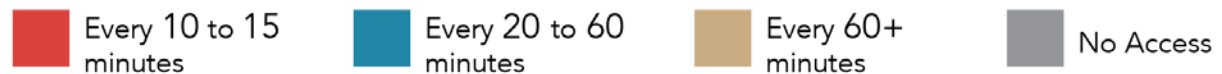
Faster Travel and More Access

- **In 45 minutes, the average person can reach:**
 - **20% more jobs on weekdays**, and 15% more jobs on Sundays
 - 21% more residences on weekdays, and 14% more residences on Sundays
- This means more access to all kinds of opportunity.

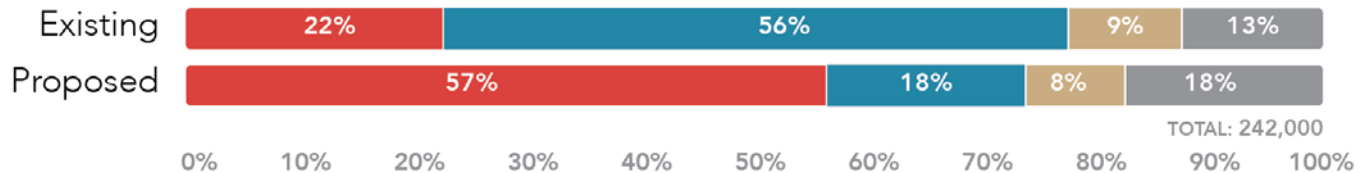
Benefits are broadly spread...

Proximity to Transit - Weekdays

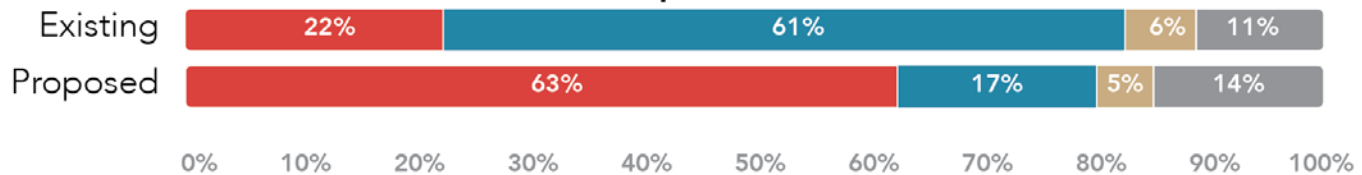
What percentage of the metro area is near a bus route?



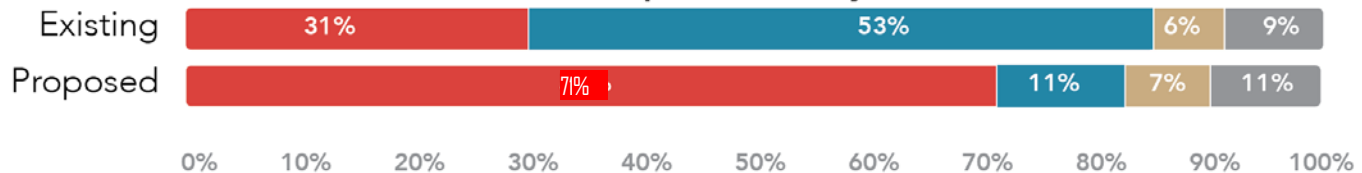
All Residents



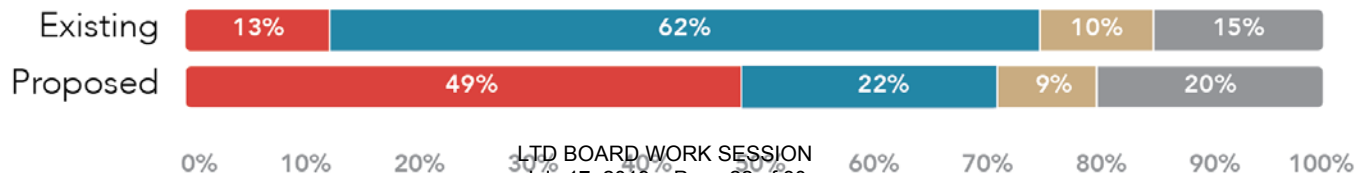
People of Color



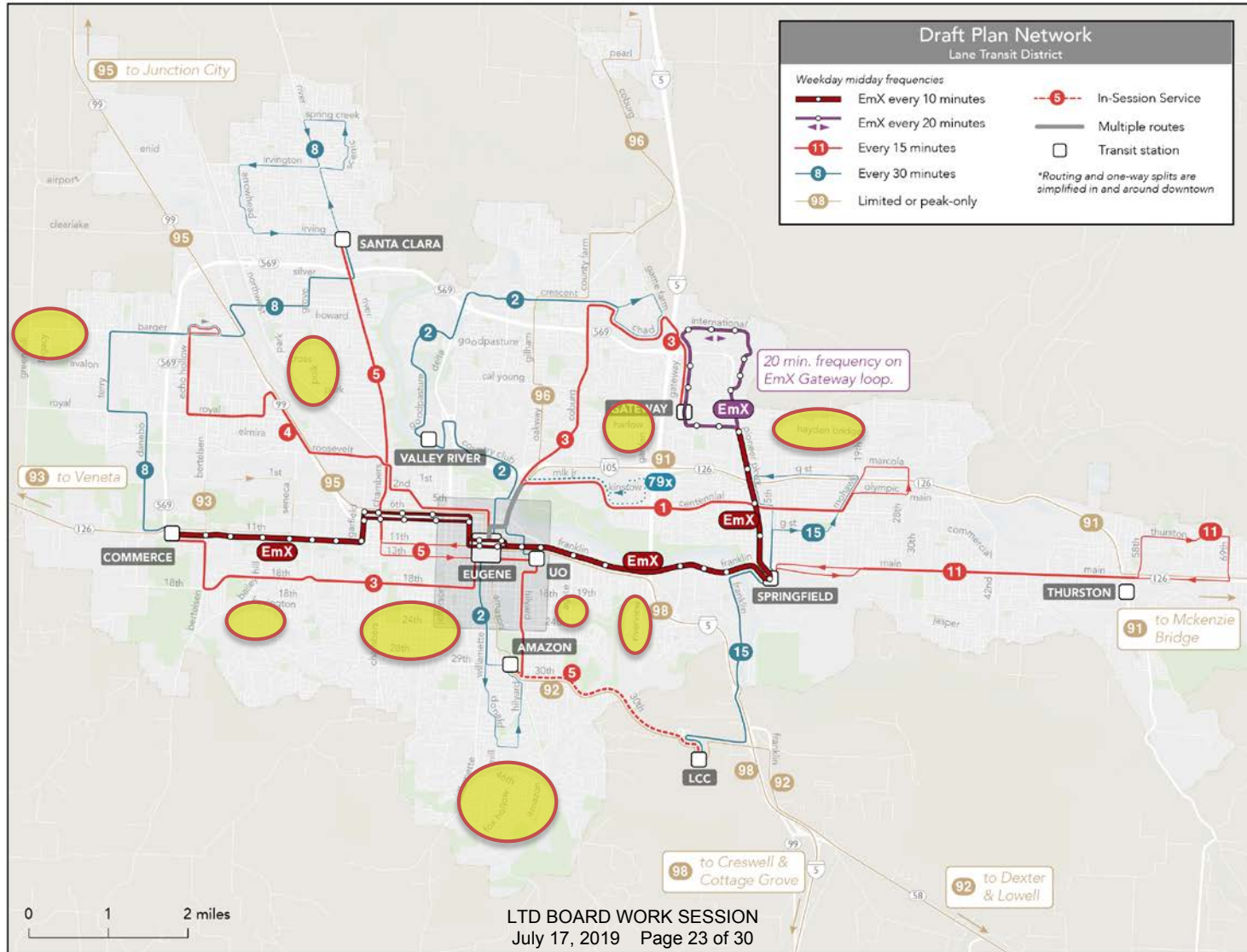
People in Poverty



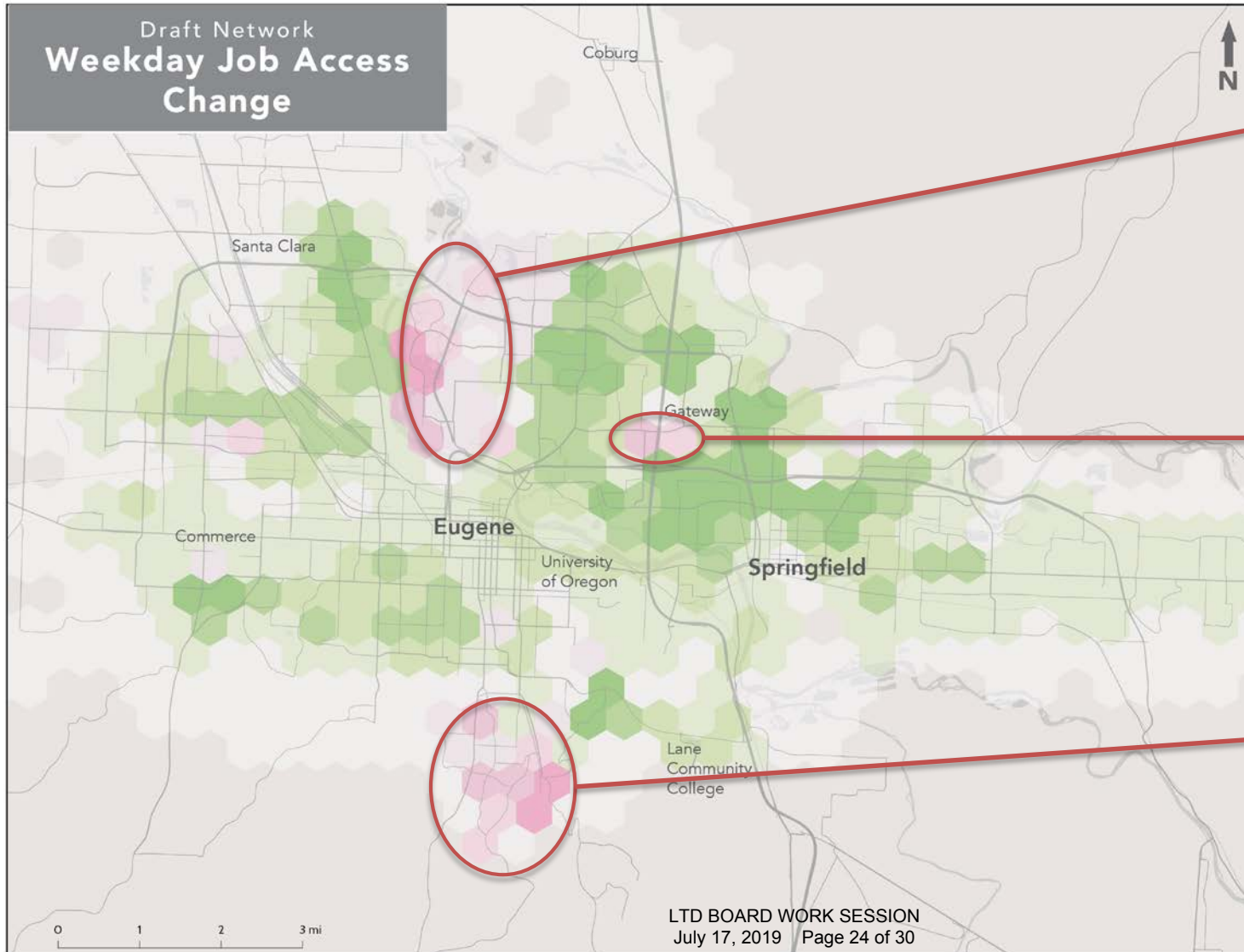
Seniors



...but some people would be farther from transit...



...and a few transit trips would take longer than they do now.



Lower weekday frequency (30 minutes) on Goodpasture Island Road, due to lots of empty land between destinations.

Route 12 (Harlow) removed in favor of more frequent service on Coburg Rd and MLK

One-way service south of 29th St, and no service south of 40th St, due to low densities.

LTD Transit Tomorrow

Network Phasing

What's included at base

- Seven of 10 routes every 10-15 minutes on weekdays
- 30 minute service on Saturdays and Sundays
- 30 minute service until 10 PM weekdays and Saturdays

What can improve with more resources? Evening and Weekend Service

- 15 minute Saturday service: + ~\$1.2 million
- 15 minute Sunday service: + ~\$0.8 million
- Always 30 minute or better service: + ~\$1.5 million
- These would be consistent with the public conversation on added service.

What can improve with more resources?

Coverage

- Restore all coverage as fixed routes: ~\$4 million
- Restoring lifeline coverage as mobility on demand zones
 - More or less ~\$400k per year per square mile (**preliminary**)
 - To avoid competing with taxis and Uber, service must be significantly less convenient.
 - So it *may* be possible to restore coverage at a lower cost per square mile using MOD, but far fewer (and different) people will use it than the existing LTD bus route.

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Thank You!
