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LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION
JOINT MEETING WITH SPRINGFIELD CITY COUNCIL

Monday, February 25, 2008
5:30 p.m. to 7:00 p.m.

Springfield City Hall

A G E N D A

Alternative formats of printed material and or a sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

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AGENDA ITEM SUMMARY

DATE OF MEETING: February 25, 2008

ITEM TITLE: **Lane Transit District Service Overview**

PREPARED BY: Andy Vobora, Director of Service Planning, Accessibility, and Marketing

ACTION REQUESTED: None

BACKGROUND: The past year has been fast and furious for Lane Transit District. Double-digit ridership growth resulted in more people leaving their cars at home, more kids accessing the bus for school commutes, and has created quite a number of operational challenges.

During the joint meeting LTD staff will present overviews on the following topics:

1. An update on system-wide ridership growth and a look at how LTD compares to its peers.
2. EmX ridership and how this popular new service has fueled a large part of the overall ridership growth.
3. A brief discussion of the operational and financial impact of offering free fares on all routes.
4. A rail study showing a comparison of bus rapid transit costs and productivity factors.
5. How route productivity is broken out within the different types of routes LTD offers.
6. 2008 service changes that will address continuing growth along International Way and the new hospital at RiverBend.
7. How LTD will evaluate Springfield bus service in order to complement the opening of the Pioneer Parkway EmX line and address continuing growth throughout Springfield.

ATTACHMENTS: LTD Performance Comparison Slides
EmX Green Line Performance Report
Fare Free Service Analysis
Rail Study
LTD Fall 2007 Route Productivity Analysis
Route 12 Overview

RESULTS OF RECOM-MENDED ACTION: None.

PROPOSED MOTION: None.

The Best Way to Connect

The Bus! A Service of Lane Transit District

LTD EVENT SHUTTLES

EMX A Service of Lane Transit District

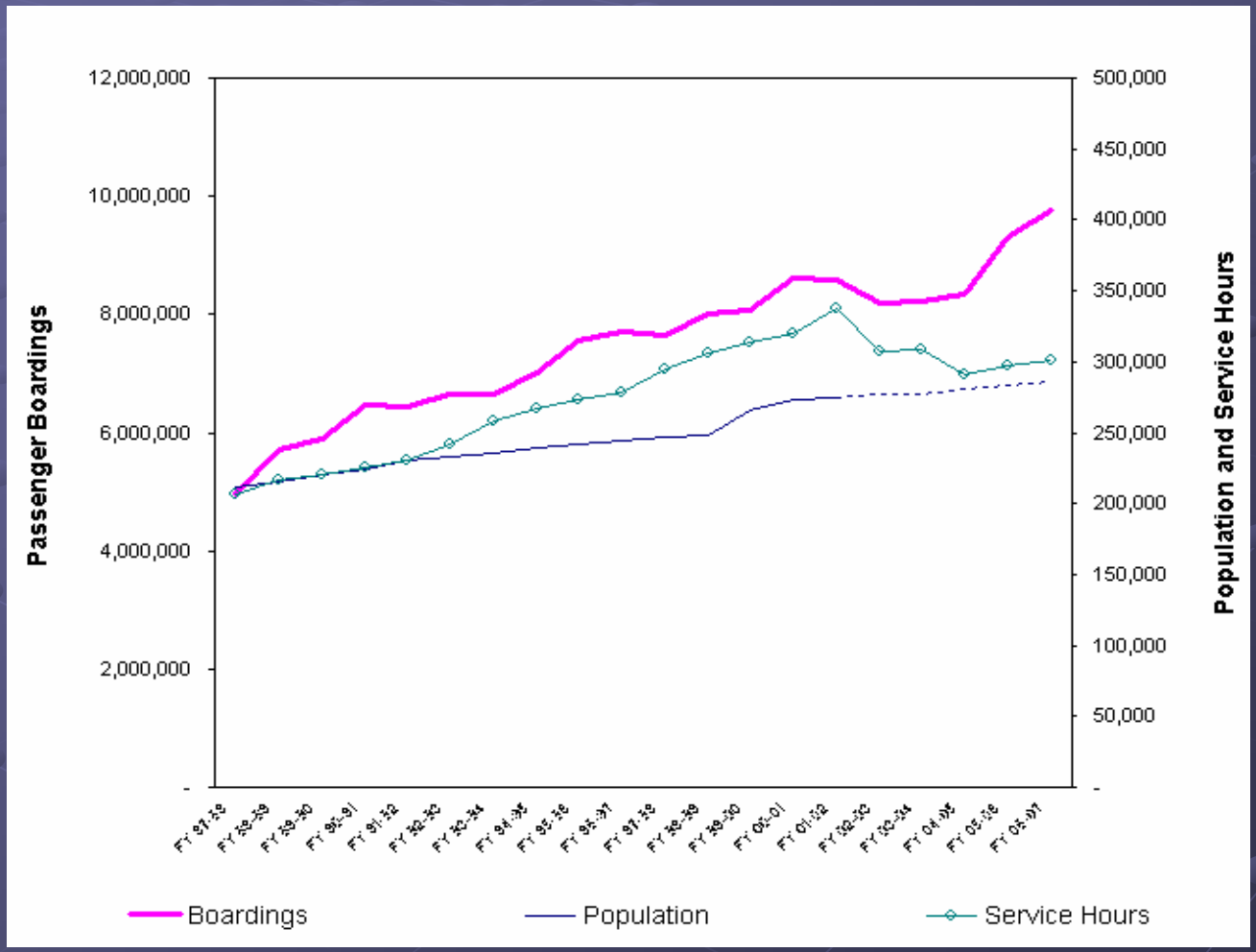
COMMUTER SOLUTIONS a SMARTER way to go!

ACCESS AROUND TOWN RIDESOURCE A Service of Lane Transit District

Breeze A Service of Lane Transit District

Ridership, Service, and Service Area Population

July 1988 Through June 2007



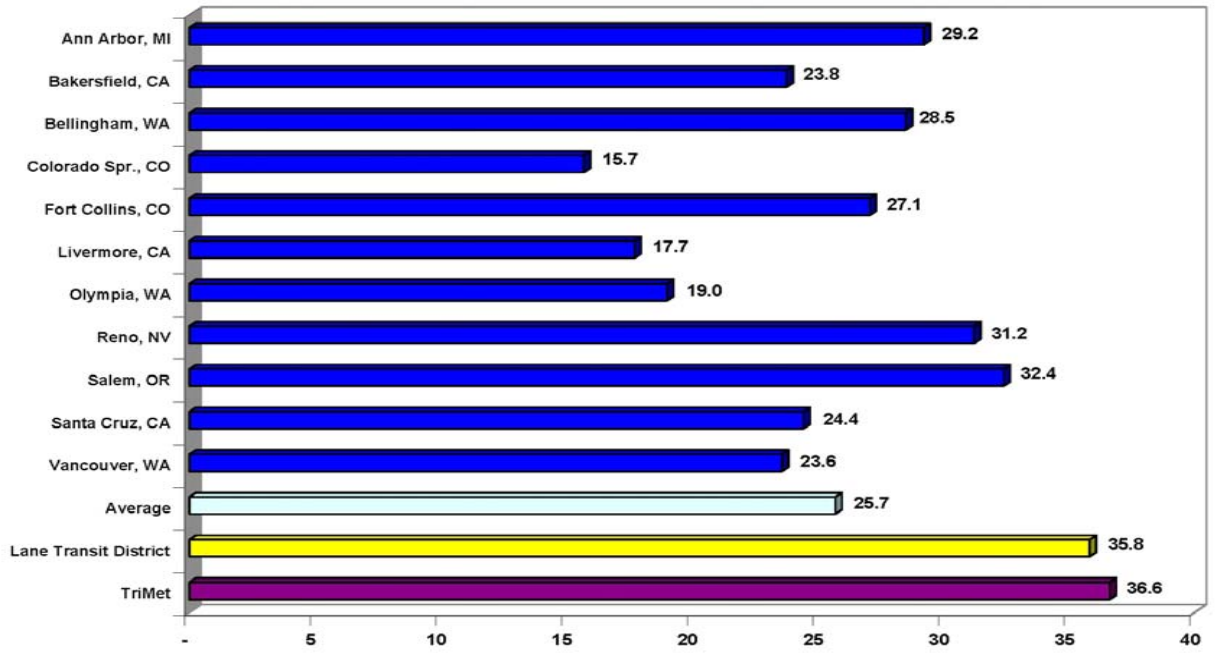
Comparative Operating Performance

- The following slides compare LTD to other transit properties that were selected on the following basis:
  - They have service levels comparable to LTD
  - They also serve a university community
- We used FY 2005-2006 data
- Only fixed-route bus service is included
- Tri-Met is not included in averages even though its performance is shown

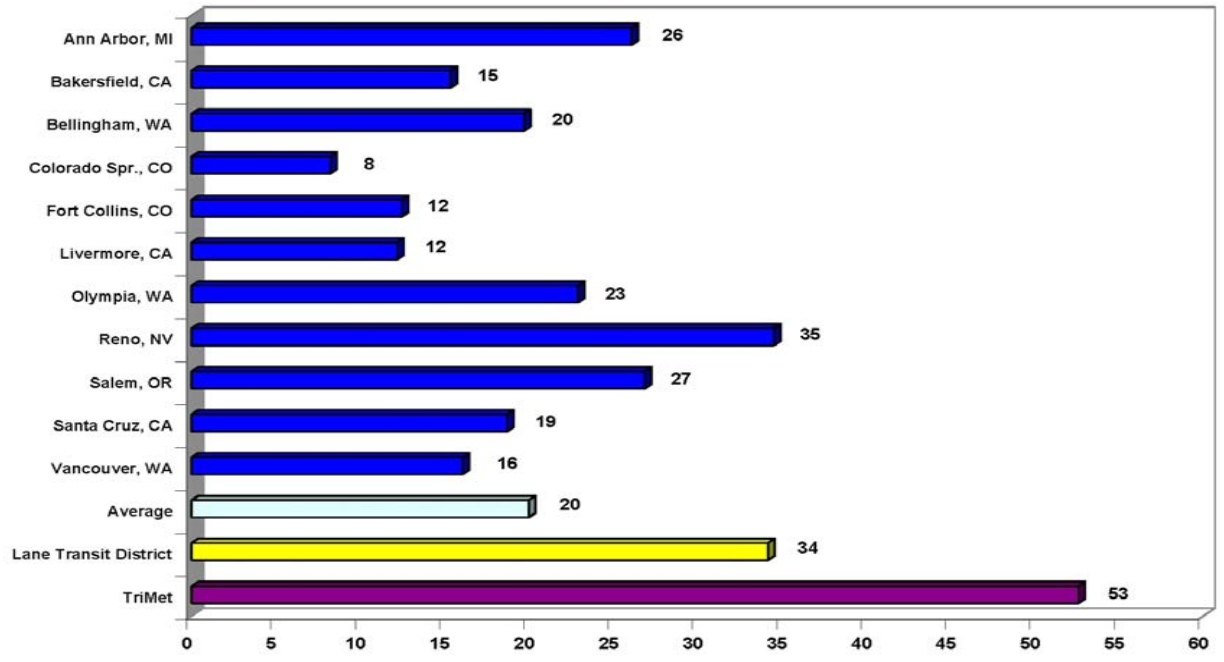
Transit Property Locations

- Ann Arbor, Michigan
- Bakersfield, California
- Bellingham, Washington
- Colorado Springs, Colorado
- Fort Collins, Colorado
- Livermore, California
- Olympia, Washington
- Reno, Nevada
- Salem, Oregon
- Santa Cruz, California
- Vancouver, Washington

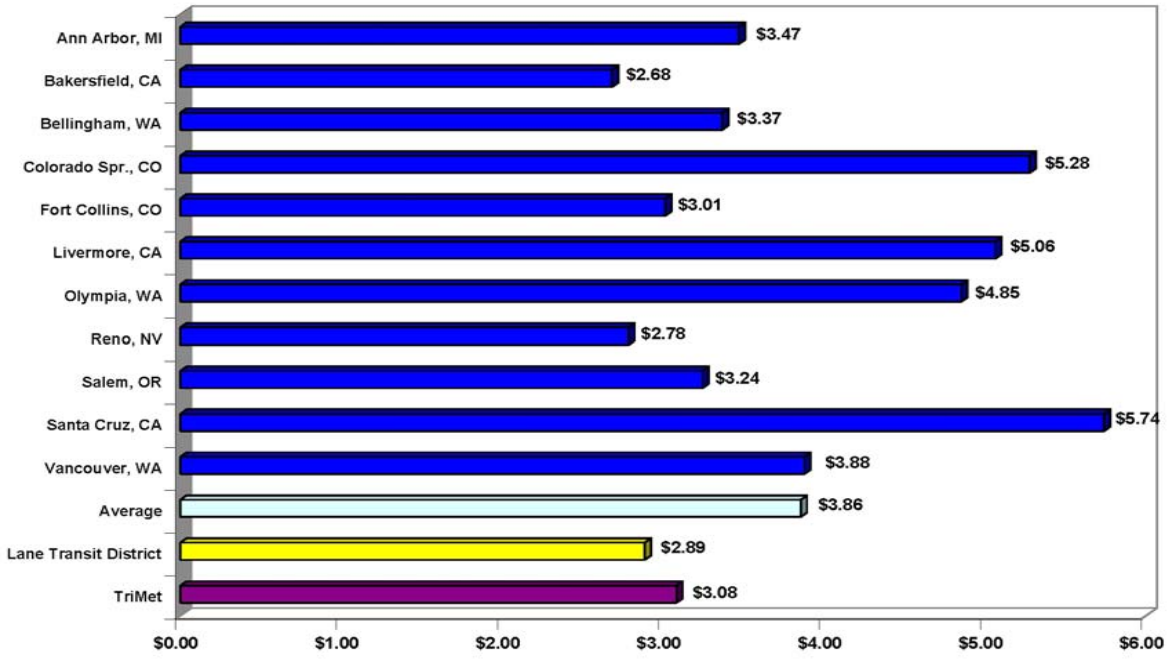
Boardings per Service Hour
2005-06



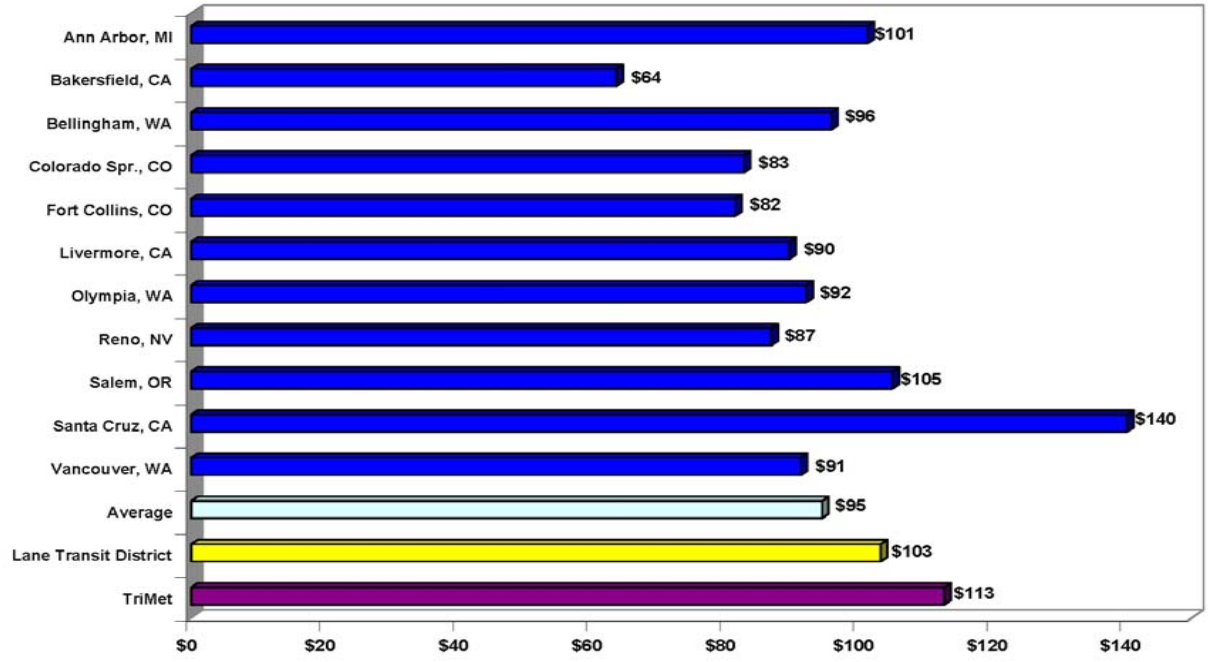
Boardings per Capita
2005-06



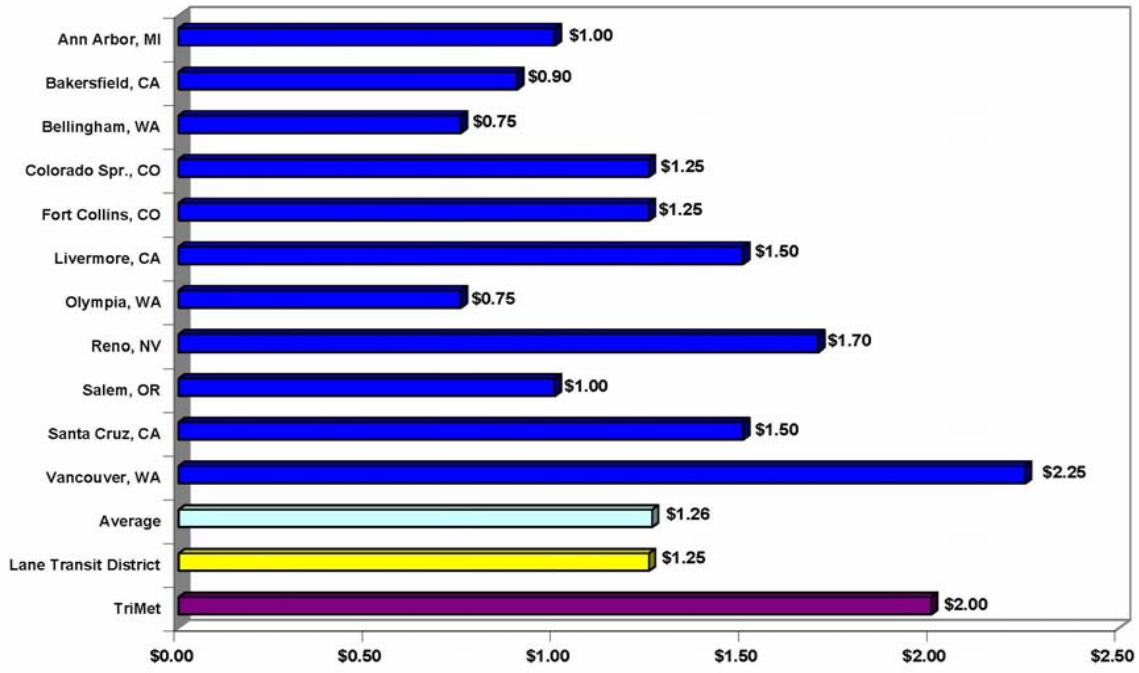
Cost per Boarding
2005-06



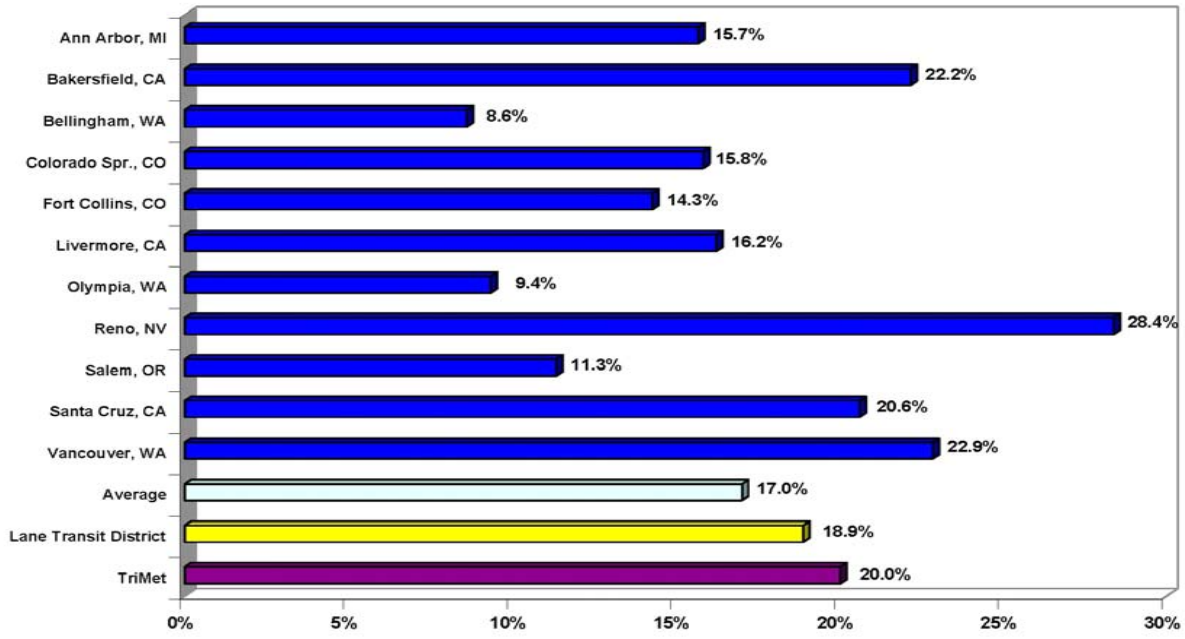
Cost per Service Hour
2005-06



Cash Fare Comparison
2005-06



Fare Recovery
2005-06



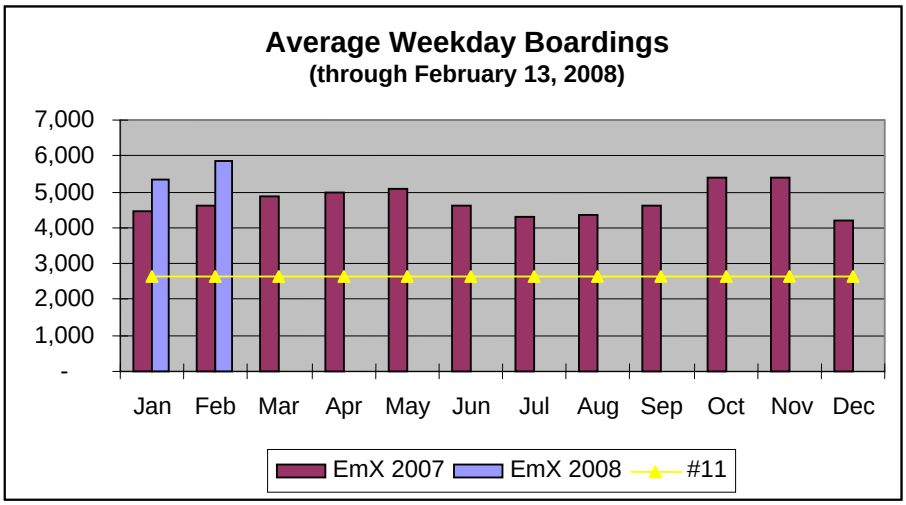
EmX Green Line
Route Operations and Performance Summary

Route Description

- Connects downtown Eugene and downtown Springfield
- Four miles in length
- Approximately 60 percent in exclusive right-of-way (either single- or double-lane)
- Cost approximately $24 million, including vehicles ($6 million per mile)
- Service started January 14, 2007

Ridership

- Ridership has exceeded 20-year projections
- Through the first year of operation, EmX carried 1,438,000 riders
- Ridership has been increasing since the service was implemented
- Approximately 10 to 15 percent of riders are actual “free fare” riders
- Record ridership day Monday, February 11, 2008 – 6,204 boardings



Travel Time

- Average round-trip travel time is 31.1 minutes (projected to be 32 minutes)

Rider Opinions

Before and After Surveys of riders (Before on #11; After on EmX) show that ratings of the following items improved more than 10 percent:

- Dependability of the bus
- Travel time on the bus
- Cleanliness of shelters
- Amenities at stations
- Quality of shelters/stops
- Cost of riding the bus
- Availability of passenger information

Also showing significant improvement (5 to 10 percent):

- Frequency of the service
- Cleanliness of buses
- Personal safety at stops
- Ease of getting on and off vehicles
- Smoothness of ride

Fare-Free Service at Lane Transit District: An Overview of Financial and Operational Impacts

Prepared by
Andy Vobora, Director of Service Planning, Accessibility, and Marketing
Lane Transit District
January 2008

Issue

Lane Transit District's success in achieving increased ridership through group transit pass programs has created an interest by some public officials and community members in providing a system-wide, fare-free policy. Increasing ridership is not the only motivation for creating a fare-free system. Other motivations may include decreasing traffic congestion and reducing the community's carbon footprint; recognizing that farebox revenue is sometimes relatively minimal and not worth the effort to collect; a desire to fill "empty buses"; a strategy to introduce young riders to public transit in an effort to cultivate future riders; encouraging development or redevelopment of a particular area; and attaining other public policy goals.

All operational policy changes have impacts, and many factors influence whether a fare-free system would be a negative or positive experience; therefore, it is important for decision makers to be aware of these possible effects. The financial and operational factors will have the most immediate impacts. Much research exists that examines various factors, such as the size of the community and transit system, the degree of commitment to a fare-free service by the community and transit system personnel, and the age and establishment of the transit service. This overview does not attempt to address these factors; however, the References section at the end of this document provides resources for those who may be interested in learning more about these factors.

Objectives

Through an internal analysis of key factors, the following information reviews the immediate impacts of fare-free service in an effort to answer these fundamental questions:

- How much would it cost to implement a fare-free policy at Lane Transit District?
- How would a fare-free policy impact existing transit services?

An appendix is included to provide a glimpse into the broader issues of fare-free systems, based on a brief amount of secondary research.

1. How much would it cost to implement a fare-free policy at Lane Transit District?

The most immediate financial impact would be the loss of fare revenue. Fare revenue is comprised of cash in the farebox, prepaid fare sales, and group pass contract payments. Some community members may be confused by group pass marketing messages that encourage potential riders to use their "free" bus pass. What some may not understand is that the pass may be free to the potential rider, but the cost of the pass has been paid for by the employer or other contracting body. The

combination of farebox cash, prepaid token and pass sales, and revenues from group pass contracts currently totals more than $5 million annually.

While the institution of a fare-free system would result in a loss of fare revenue, there would be some savings since the cost of fare collection would be eliminated. Fare collection costs include coin room equipment and maintenance, printing and distribution of fare instruments, farebox equipment and maintenance, and labor costs.

These costs can be quite high for districts that employ more advanced fare collection technologies or that have honor systems that require fare enforcement personnel. For small districts, the cost of fare collection can be an incentive to stay or become fare-free. As a percentage of total revenue collected, fare collection costs become greater for small systems; therefore, the institution of a fare-free system may be feasible.

If LTD discontinued fare collection, the annual savings would not be as great as they would be at like-sized or larger districts because LTD employs a very simple fare collection system that uses very basic farebox technology. Costs also are lower because of LTD's success in transitioning customers to prepaid fare instruments, which includes monthly passes and group passes. Cash fare customers represent between 20 and 30 percent of total ridership, which is approximately one-half of the percentage of cash fare customers in other districts. The less cash that is handled, the lower the fare collection costs. LTD empties fareboxes only three days per week, as compared with large districts that empty fareboxes every day and have entire groups of employees who process cash from the farebox.

LTD estimates that an annual savings of $100,000 to $500,000 may result by offering a fare-free system. (This range exists because the savings depends upon assumptions made about the need for advertising, the level of staffing of certain functions, and the fact that many employee responsibilities include multiple tasks.) The difficultly in realizing greater savings is that much of the work represents a portion of what an employee does, and no one position is completely dedicated to work associated with fare collection. For example, a customer service representative sells fare instruments, but also conducts trip planning over the telephone and for walk-in customers. If the sales function were eliminated, it may be possible that a position would be cut; however, it also is possible that the same number of positions would be necessary to cover the operation during the span of hours and days the Customer Service Center is open to the public. The same is true for a general service worker who currently removes the fareboxes and empties the money into a vault. These employees fuel the buses, take the buses through the bus wash, and do other light maintenance work. Eliminating the collection of cash fares, which requires emptying the fareboxes three nights per week, is not likely to result in enough time savings to reduce staffing. This also is true for staffing in the coin room, where cash is counted and prepared for delivery to the bank.

The net cost of creating a fare-free system would be approximately $4.5 million to $5 million annually.

2. How would a fare-free policy impact existing transit services?

Facing a net loss in revenue of nearly $5 million annually, the District would be faced with cutting costs to balance the operating budget or replacing these funds through additional subsidies.

A $5 million loss in revenue would likely result in budget cuts across the District. The majority of costs are associated with the delivery of bus service, which includes bus operators, maintenance staff, and customer service staff. If we assume that $1 million could be found in administrative cost reductions, the remaining $4 million would be eliminated from operations; $4 million equates to 20 percent of bus service hours currently operating.

A 20 percent reduction of service hours would require a restructuring of how service is delivered, and it is likely that neighborhood coverage would be significantly reduced. If fare revenues were replaced through a new subsidy, then service could continue in the current configuration. With the current system configuration and free fares, it is not difficult to predict that ridership demand would increase, as current customers paying cash would ride more frequently, and a percentage of the population of potential riders would begin using the system. Considering that LTD ridership is setting records and experiencing overloads during peak travel periods, it seems that increasing demand by offering free fares would only exacerbate current operational challenges. With no identified capital funds for fleet expansion and no additional operational funds to run service to meet increased demand, riders would become frustrated as more overcrowding and overloads occurred. The system would experience increased travel time, causing greater difficulty for bus operators trying to meet scheduled arrivals and departures, and resulting in customers missing transfer connections.

Creating a fare-free system also will have a direct impact on paratransit (Ride*Source*) services offered by LTD. The Americans with Disabilities Act (ADA) mandates that complementary paratransit services be provided to the elderly and people with disabilities or conditions that prevent them from using fixed-route public transportation. This curb-to-curb service is partially funded through a state cigarette tax. However, these state resources have been flat or declining for many years and do not provide adequate funding to address the increasing need for the service. LTD is required to provide these services, which has resulted in a transfer of nearly $2 million in LTD general funds to cover this service in the current fiscal year. Fares on paratransit service are prescribed in the ADA and may be set at a maximum of two times the fixed-route cash fare. While the current $2.50 one-way fare may seem high, it should be noted that the cost per ride for a one-way Ride*Source* trip is approximately $23.50. The law also requires districts to maintain a non-denial policy, which means that LTD must meet demand.
In fiscal year 2008, LTD will be provide an estimated 51 percent more Ride*Source* trips under ADA than in 2005. This represents a significant growth rate for each of the last three years.

On the fixed-route system, a policy of leaving customers behind is considered acceptable if the wait time for the next departure is reasonable. LTD's service policy defines a wait time of 30 minutes to be reasonable. This is not an option for paratransit services that offer curb-to-curb service for individuals. Costs for paratransit service have grown by double-digits in recent years due to the aging population, longer trips, and increasing dwell (waiting) time. Giving up the small amount of farebox revenue ($140,000 annually) is not as significant an issue as the increased demand for service would be. One additional paratransit customer riding three times per week generates an added cost of over $7,000 annually. The operating cost for 100 additional riders with similar riding characteristics would add $700,000 annually.

Transit districts are finding it difficult to manage paratransit service cost growth due to lengthening trip times and the influx of new riders. Therefore, the ability to charge a fare is one small factor that gives districts some ability to manage the growing demand. If LTD provided a fare-free, fixed-route system, it would be required to provide a fare-free paratransit system, as well.

The immediate impact of a free paratransit service is the loss of $140,000 in fare revenue, but, as explained, even a small number of new frequent riders could have a significant impact. These significant paratransit costs were not factored into the $5 million gap described earlier; however, it is obvious that they would need to be addressed as part of any fare-free system implementation.

Conclusions

Lane Transit District currently cannot absorb or replace a loss in fare revenue, or respond to any significant increase in demand. With a low cost for fare collection and considering that current operations would be severely impacted, LTD staff do not recommend the implementation of a fare-free system. Should subsidies become available to maintain and expand bus service hours, and to provide the necessary personnel to maintain system security, the implementation of a fare-free system should be re-examined.

While there appear to be a number of attractive aspects to a fare-free system, they are most attainable for newly developing systems or smaller systems, where the cost of fare collection outweighs fare recovery potential, and where available subsidies fully cover the costs of operation. Current overcrowding during peak travel periods and routes struggling to meet transfer connections make recommending a fare-free system inappropriate at this time. While every transit provider would like to carry more customers, an increase in ridership, coupled with a reduction in operating revenues, would severely hamper LTD's ability to provide effective bus service throughout the community.

Lane Transit District provides a high level of service hours per capita. This service is well-used, as evidenced by overall ridership of more than 10 million annual boardings and by system-wide productivity that approaches systems 5 to 10 times its size.

It should be noted that LTD's Group Pass programs provide "free" bus access to more than 70,000 area residents, children under six years of age ride for free, and LTD's Honored Rider program provides free bus access to anyone age 70 and over. In a sense, an individual who is provided a bus pass by his or her employer or through his or her school is being given a "free" ride. It is estimated that this large number of "free" riders represents nearly 50 percent of the traveling public within LTD's metro area. In 2008, the LTD Board of Directors will consider a proposal to lower the age for Honored Rider status to age 65 and over, thereby increasing the number of free riders.

Appendix

Are additional subsidies available?

One of the commonalities of fare-free systems is the availability of subsidies to cover all operational costs. For medium and large transit systems, this appears to be out of reach. The federal government supports transportation capitalization and sees operations as a local decision. This has led to the elimination of nearly all federal operational support; therefore, if LTD were to pursue a fare-free system, it would look to local and state resources for additional funding. With local units of government trying to meet increasing budget needs, it seems unlikely there would be any current funding sources available to cover the loss of $5 million in transit revenues.

At the state level, the 2003 legislature increased the payroll tax cap from $6 per thousand of gross payroll to $7 per thousand of gross payroll (.006 to .007) in an effort to provide TriMet and LTD with the ability to meet growing needs.

However, even with the increased tax rate, the growth in these resources is not keeping pace with growing costs for fuel and personnel services, let alone allowing TriMet and LTD to meet growing demand for new service. Because the increase from .006 to .007 is phased over a 10-year period, the payroll tax cap will not be reached until 2014, making it unlikely that the legislature would make further changes anytime soon.

The 2009 legislative session may offer opportunities to increase funding for transportation services for the elderly and disabled. This would give LTD some opportunity to replace general fund transfers of resources to the rapidly growing paratransit (Ride*Source*) program, but these funds would not begin to close a new $5 million gap created by moving to a fare-free system.

Does a fare-free system result in unintended consequences?

A number of negative impacts have been noted by larger systems that have implemented fare-free systems. These include:

- An increase in disorderly behavior by riders
- The use of the buses as a shelter by people who are homeless
- Driver morale issues as schedule adherence becomes more difficult and overcrowding creates tension
- An increase in maintenance costs associated with more vandalism
- A decrease in choice riders who react negatively to overcrowding

Research indicates that aggressive zero-tolerance policies aid in maintaining a positive environment on buses and trains. LTD has been successful using its Ordinance 36 to manage disruptive behavior, but even with a zero-tolerance policy and strict enforcement, there have been and will continue to be complaints related to these poor behaviors. As seen recently in Portland, Oregon, the ability to provide adequate security and manage negative behaviors is becoming a bigger challenge for large systems. For TriMet these challenges are leading to serious discussions about elimination of their long-standing “fareless square,” and an evaluation of ways to enclose MAX train platforms that would eliminate the honor system of fare payment currently in use. Some in Portland have

suggested that the fareless square and honor payment system on MAX are not the issue; however, law enforcement personnel disagree and the dialogue continues.

Research does indicate that the few smaller systems currently offering a fare-free system have not seen these same negative impacts. In some cases, this may be a reflection of ridership levels that afford adequate space for customers. In a discussion with staff from Island Transit in Coupeville, Washington, the comment was made that there are few, if any, homeless people in their area, and that the community culture values transit service. The staff member did state that there had been some vandalism issues that were frustrating staff. Aggressive security policies also have aided the smaller systems in handling negative behavior.

On the positive side, a fare-free system does:

- Speed the boarding process
- Increase ridership
- Reduce administrative overhead costs

A number of districts continue to offer fare-free systems. These systems appear to be similar in that they receive subsidies covering the full cost of operations and that they operate in smaller urban or rural areas. The following information provides a brief overview of these systems.

1. Coupeville, Washington – Island Transit is a small rural provider offering service on Whidbey Island and Camano Island in northern Washington. A sales tax of six-tenths of one percent generates enough revenue to meet service demands. The system carries 1.1 million annual boardings and has an annual operating budget of $9.2 million.

2. Hasselt, Belgium – A city of about 70,000 people, Hasselt is approximately an hour away from Brussels and is Belgium's fourth largest city. Hasselt draws riders from the approximately 300,000 people in the surrounding area. Funding for free transit comes from an allocation of 1 percent of municipal taxes. This system operates 11 bus routes.

3. Wilsonville, Oregon – South Metro Area Regional Transit (SMART) was formed in 1988 when the City of Wilsonville withdrew from the TriMet service area. SMART is funded by a payroll tax of three-tenths of one percent. SMART offers free service within the City of Wilsonville, but charges for commuter services that connect to Portland, Canby, and Salem. The fare charged for commuter service began in Fall 2006 in response to pressure from the business community, who felt it was unfair that riders did not pay for a share of the cost to provide bus service. Ridership initially dropped 17 percent following the institution of fare payment, but currently is down approximately 7 to 10 percent. The current operating budget is $2.5 million, and there are 286,000 annual boardings.

4. Logan, Utah – Cache Valley Transit District (CVTD) is a small urban and rural provider in northern Utah. CVTD is funded by a 0.25 percent sales tax and has an operating budget of $3.6 million and annual ridership of 1.7 million boardings.

Is charging a fare a barrier to ridership growth?

Charging a fare is a barrier for some low-income individuals, but research indicates that other factors are more commonly cited as barriers by potential riders and by a majority of current riders. While a number of large transit districts have conducted testing of fare-free systems, the last large system test took place at Capital Metro in Austin, Texas, and ended in 1990. Following the conclusion of the fare-free demonstration at Capital Metro, a survey of riders and the general public found that the five most important factors in determining whether to ride the bus were:

- On-board safety
- On-time performance
- Convenience of routes
- Cleanliness inside the buses
- Frequency of service

The three least important factors were:

- Cost of service
- Outside appearance of the bus
- Courtesy of bus operators

Consistent with the Capital Metro survey results, data gathered from LTD Group Pass participants found that a free ride is not the most important factor for potential riders who are considering riding public transportation. If the free ride were the key factor, mode split within LTD's Group Pass companies would be much higher. Operating characteristics, such as travel time, frequency of service, convenience, and comfort, are often more important for potential riders who have another mode choice available for their trip.

References

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Applicability of Rail in the Eugene-Springfield Metropolitan Area

There are several different types of urban rail systems in use in the United States. Although not all systems fall neatly into a specific category, it is possible to categorize rail systems. The following definitions are generally accepted within the industry:

- Streetcar: Streetcars typically operate on city streets in mixed traffic and provide circulator or connector service in central business districts or tourist areas. They have slow speeds (the Portland Streetcar averages seven miles per hour), and can be self-propelled or electric with an overhead catenary system. Streetcar lines are typically less than five miles in length. Stations are often spaced every couple of blocks, similar to a city bus line. Construction costs average between $25 million and $50 million per mile.

- Light Rail: Light rail is typically a corridor-based service that operates on exclusive rights-of-way, but has at-grade crossings. Most light rail systems use electric propulsion with an overhead catenary system. Light rail lines are typically five to twenty miles long, and stations are spaced at least one-third mile apart. Construction costs average between $50 million and $100 million per mile.

- Bus Rapid Transit (BRT): BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, high-occupancy vehicle (HOV) lanes, expressways, or ordinary streets. The vehicles are designed to allow rapid passenger loading and unloading, with more doors than ordinary buses. Construction costs average between $3 million and $25 million per mile (depending on design constraints).

- Commuter Rail: Commuter rail usually provides high-speed service between an outlying community and an employment center. Crossings are normally gate-controlled, so the train never has to stop except at stations. Commuter rail lines are typically at least 20 miles long. Stations are usually spaced several miles apart. Construction costs (assuming new rail) average between $100 million and $150 million per mile.

- Subway: Subways provide high-speed, underground service within major metropolitan areas. The grade separation enables the system to operate efficiently, though the underground lines and stations add significantly to the construction costs of the system. Stations are typically at least one mile apart. Subways use electric power provided through a “third rail.” Construction costs are more than $100 million per mile.

- Monorail: Monorail is a single-rail overhead system. The grade separation eliminates conflicts with other vehicles, though it also greatly increases construction costs. The only operating monorail systems in the United States are located in Seattle, Las Vegas, and Disney amusement parks. Construction costs are more than $100 million per mile.

Streetcar and light rail have been mentioned most often for possible application within the Eugene-Springfield area. The attached table lists streetcar and light rail systems currently in operation in the United States.

Streetcars are in operation in a wide range of communities – from Galveston, Texas (population 60,000), to Dallas, Texas (population 6 million). It should be noted, however, that streetcars in the three smallest communities (Galveston, Texas; Kenosha, Wisconsin; and Little Rock, Arkansas) have very low ridership (less than 5 percent of the ridership on the EmX Green Line). Streetcars have often been pursued as an economic development strategy, and their track record in generating economic development in some communities is strong. Streetcars have not typically been able to compete well for federal funding when projects are judged on cost-effectiveness as a transportation mode. Consequently, streetcar advocates have been encouraging the Federal Transit Administration (FTA) to judge projects based on economic development benefits rather than mobility benefits.

Light rail lines are typically corridor based and occur in larger communities. With the exception of a new system getting started in Charlotte, North Carolina, the smallest metropolitan areas to have light rail are Buffalo, New York, and Salt Lake City, Utah, each of which has an urban area population of 1.1 million people.

In conclusion, the data indicate that the LTD EmX Green Line compares favorably with both streetcar and light rail systems. LTD EmX has a lower cost per boarding than the streetcar or light rail system examples. The EmX also is rated in the middle in terms of boardings per route mile, even though light rail systems generally have higher capacities. Overall, evidence does not support the suggestion that light rail has lower operating costs as compared with bus rapid transit.

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Characteristics of Streetcars and Light Rail Systems in the USA

STREETCAR (also known as VINTAGE TROLLEYS)

Metropolitan City Area	Urbanized Area Population	Start of Service	Route Miles	Revenue Vehicles	Annual Boardings (000)	Annual Operating Expense (000)	Annual Cost Per Boarding	Annual Boardings per Route Mile	Comments
Galveston, TX	60,000	1988	5.0	4	41	$355	$8.75	8,120	Primarily tourist-oriented. Received $10 M from UMTA Federal funds with local match from state and two private foundations.
Kenosha, WI	90,000	2000	1.9	5	59	$302	$5.12	31,000	Operating hours vary by season.
LTD (BRT)	***260,000***	***2007***	***8.0***	***4***	***1,439***	***$2,054***	***$1.43***	***179,875***	
Little Rock, AR	650,000	2004	2.5	3	45	$224	$5.04	17,800	Primarily tourist-oriented.
New Orleans, LA	1,000,000	1893	26.0	66	8,920	$14,275	$1.60	343,065	Capital expenses are skewed by damage from Hurricane Katrina in 2005
Memphis, TN	1,300,000	1993	7.0	18	983	$3,577	$3.64	140,357	
Philadelphia, PA	1,518,000	2005	8.2	17	NA	NA	NA	NA	Boarding and expense information is not readily available. Scheduled trips are 45 to 60 minutes long at 10-20 minute headways 24/7.
Portland, OR	2,200,000	2001/2005	5.0	4	1,350	NA	NA	NA	Boarding and expense information is not readily available.
Tampa, FL	2,700,000	2003	3.2	8	520	$1,626	$3.13	162,375	
Seattle, WA	3,300,000	2003	1.8	3	795	$2,544	$3.20	441,444	
Seattle, WA	3,300,000	1982	2.1	5	399	$1,427	$3.58	189,810	
San Francisco, CA	4,200,000	1988	5.8	44	NA	NA	NA	NA	Muni upgraded their original electric railway system (streetcars) to LRT and have since implemented a route that features vintage and restored streetcars along the
Dallas, TX	6,000,000	1989	2.8	4	NA	NA	NA	NA	Vintage Trolley, tourist-oriented. Received $2.5 M from UMTA Federal funds with contributions from local businesses and supporters of $2.5 M.

Sources: **Railway Preservation Resources website http://www.railwaypreservation.com/vintagetrolley/vintagetrolley.htm**

LIGHT RAIL

Metropolitan City Area	Urbanized Area Population	Start of Service	Round-Trip Route Miles	Revenue Vehicles	Annual Boardings (000)	Annual Operating Expense (000)	Annual Cost Per Boarding	Annual Boardings per Route Mile	Comments
LTD (BRT)	***260,000***	***2007***	***8.0***	***4***	***1,439***	***$2,054***	***$1.43***	***179,875***	
Charlotte, NC	630,478	2007	19.2	NA	NA	NA	NA	NA	The light rail system in Charlotte opened in November 2007. Projected ridership is 8,900 passengers per day.
Buffalo, NY	1,100,000	1985	14.1	27	5,478	$18,271	$3.34	388,511	
Salt Lake City, UT	1,100,000	1999	37.3	46	10,020	$20,013	$2.00	268,630	
Philadelphia, PA	1,518,000	2005	132.0	141	25,158	$46,088	$1.83	190,591	SEPTA retired most of their streetcars and switched to LRT in 1992. In 2005 operation began of 17 restored streetcars on about 8 miles of the service area.
San Jose, CA	1,800,000	1987	71.5	80	5,473	$45,753	$8.36	76,545	
Cleveland, OH	2,100,000	1936 /1996	33.0	17	2,561	$12,766	$4.99	77,597	
Sacramento, CA	2,100,000	1987	62.6	72	11,022	$35,226	$3.20	176,070	
Portland, OR	2,200,000	1986	92.9	105	31,516	$56,966	$1.81	339,249	
Denver, CO	2,400,000	1994/2000	32.1	49	10,029	$21,689	$2.16	312,414	
Pittsburgh, PA	2,400,000	1987	44.8	55	6,655	$35,590	$5.35	148,540	
Baltimore, MD	2,700,000	1992/1997	54.0	53	6,067	$33,688	$5.55	112,354	
St. Louis, MO	2,800,000	1993	81.0	65	14,510	$36,294	$2.50	179,130	
San Diego, CA	2,900,000	1981	97.0	123	26,538	$41,831	$1.58	273,590	The light rail system in San Diego is called "San Diego Trolley, Inc." It is not a streetcar.
Minneapolis, MN	3,200,000	2006	24.2	22	2,939	$8,368	$2.85	121,438	
San Francisco, CA	4,200,000	1912	72.9	181	45,187	$105,900	$2.34	619,849	
Boston, MA	4,500,000	1897	78.0	185	70,558	$107,082	$1.52	904,591	
Houston, TX	5,500,000	2004	20.0	18	5,350	$14,135	$2.64	267,485	
Philadelphia, PA	5,800,000	1908	171.0	141	25,158	$46,088	$1.83	147,123	
Dallas, TX	6,000,000	1996	98.4	95	16,376	$57,023	$3.48	166,423	
Los Angeles, CA	13,000,000	1990	116.3	121	32,852	$111,654	$3.40	282,479	
New York, NY	18,900,000	1910	67.1	55	9,869	$54,714	$5.54	147,077	Operating area is New Jersey (not New York City)

Sources: **APTA website http://www.apta.com/research/stats/**

Fall 2007 Route Productivity

Weekday

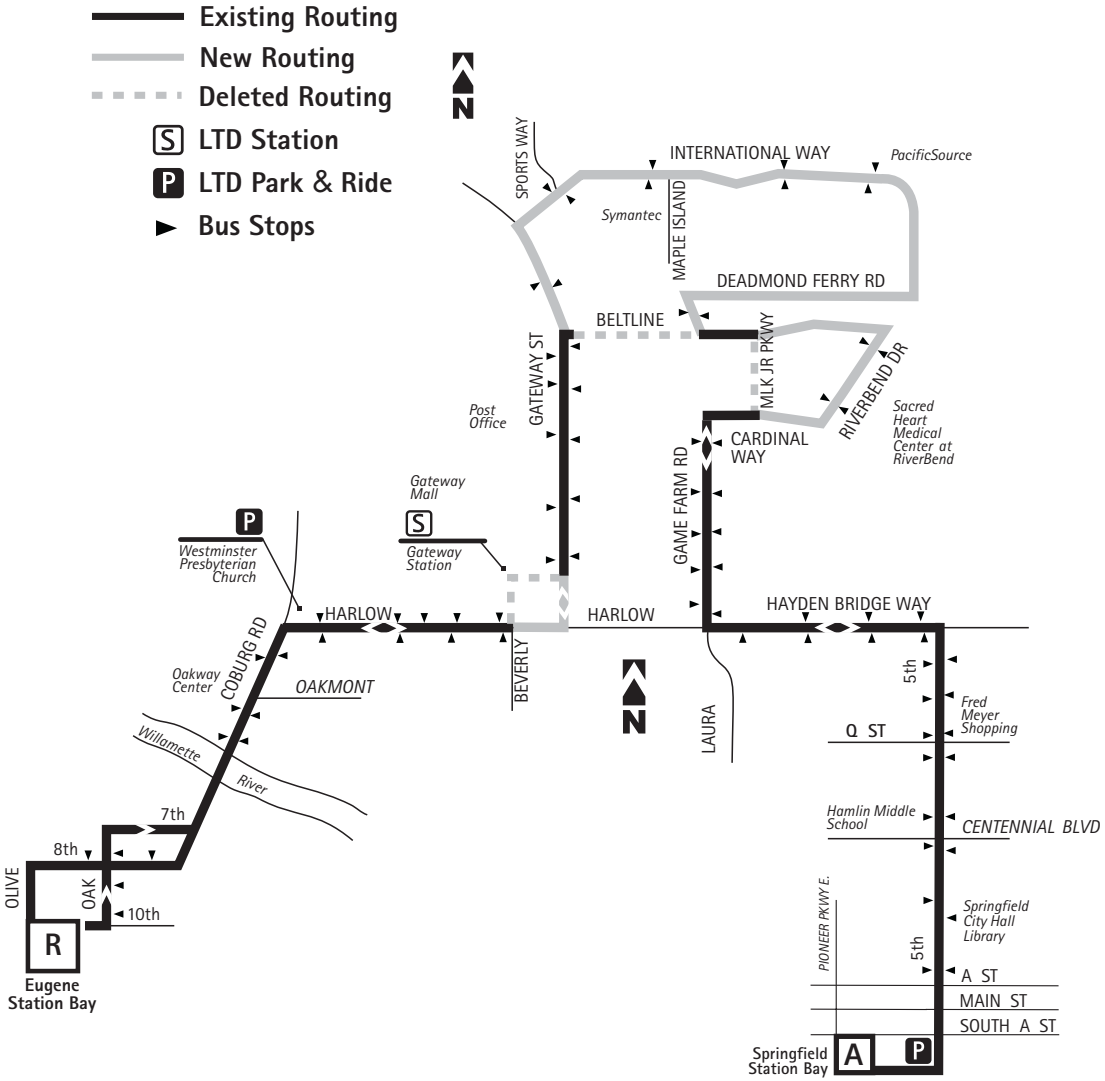
		Route Productivity for Fall '07	substandard productivity level (67% of average)	substandard for 2007?
Urban	*Significant portion of service is on arterial street with high density land use and high ridership generators such as large businesses, retail & schools.*			
00	Breeze	41.8	34.3	
11	Thurston	59.3	34.3	
12	Gateway	60.1	34.3	
13	Centennial	51.3	34.3	
24	Donald	55.4	34.3	
25	Amazon	30.9	34.3	**Yes**
28	Hilyard	40.9	34.3	
30	Bertelsen	53.4	34.3	
40	Echo Hollow	57.3	34.3	
41	Barger / W 11th	56.4	34.3	
43	W 11th / Barger	50.7	34.3	
51	Santa Clara	56.0	34.3	
52	Irving	52.6	34.3	
64	Sheldon Plz / R-G	35.6	34.3	
66	VRC / Coburg Rd.	51.7	34.3	
67	Coburg Rd. / VRC	44.6	34.3	
73	UO / Willamette	42.4	34.3	
79	UO / Gateway	52.8	34.3	
81	LCC / Harris	53.1	34.3	
85	LCC / Springfield	47.3	34.3	
	Urban Avg.	**51.2**		
EmX				
101	Green Line	**116.4**	n/a	
Connector	*Significant portion of the route is in neighborhoods or in low ridership areas.*			
01	Campbell Center	28.6	20.6	
18	Mohawk / Fairview	28.4	20.6	
19	Fairview / Mohawk	24.9	20.6	
27	Fairmount	27.3	20.6	
33	Jefferson	45.8	20.6	
55	River Rd Connector	32.0	20.6	
60	Cal Young	19.5	20.6	**Yes**
	Connector Avg.	**30.7**		
Rural	*Limited service in the smaller cities outside the urban growth boundary (UGB). (Standard for rural routes is 30 boardings per round trip.)*			
		Round-trip Boardings		
91	McKenzie Bridge	42.8	30.0	
92	Lowell / LCC	30.4	30.0	
93	Veneta	31.0	30.0	
95	Junction City	37.3	30.0	
95x	Junction City Exprs	23.2	30.0	**Yes**
96	Coburg	21.6	30.0	**Yes**
98	Cottage Grove	46.2	30.0	
	Rural Avg.	**35.0**		
Contracted	Although open to public, contracted by company (eg. Symantec, PeaceHealth) to meet geographic coverage & timing needs.			
07x	Symantec	22.3	n/a	
75x	Sacred Heart	68.5	n/a	

Fall 2007 Route Productivity

Weekday

		Route Productivity for Fall '07	substandard productivity level (67% of average)	**substandard for 2007?**
Express	Limited trip, limited stop service that operates on arterials or freeways. Beginning +/or end of trips are major ridership generators or park & rides.			
03x	River Road Sta	41.3	27.4	
08x	Thurston Sta	24.3	27.4	**Yes**
32	West 1st Avenue	62.0	27.4	
96x	Coburg Express	50.3	27.4	
	Express Avg.	**40.9**		
College Commuter	High capacity, frequent service geared to class times.			
76	UO / Westmoreland	44.4	53.0	**Yes**
78	UO / Oak Patch	49.7	53.0	**Yes**
82	LCC / Pearl	72.7	53.0	
79x	UO / Kinsrow	155.6	53.0	
	College Commuter Avg.	**79.1**		
K-12 Commuter	Limited neighborhood service geared to class times.			
422	SEHS/Crest Drive	58.6	45.9	
426	SEHS / Brae Burn	50.9	45.9	
430	Eugene Station	128.0	45.9	
435	CHS / City View	85.0	45.9	
451	NEHS / Spr Creek	71.3	45.9	
453	Eugene Station	36.0	45.9	**Yes**
	K-12 Commuter Avg.	**68.4**		

Route 12 Gateway new routing beginning June 17, 2008



Prospective Route 12 Weekly Timetable

LEAVE Eugene Station [R]	RiverBend Hospital	ARRIVE Springfield Station	LEAVE Springfield Station [A]	RiverBend Hospital	ARRIVE Eugene Station
----	----	----	5:40	5:53	6:25
----	----	----	6:10	6:23	6:55
----	----	----	6:40	6:53	7:25
6:00	6:25	6:45	7:10	7:23	7:55
6:30	6:55	7:15	7:40	7:53	8:25
7:00	7:25	7:45	----	----	----
7:15	7:40	8:00	8:10	8:23	8:55
7:30	7:55	8:15	----	----	----
7:45	8:10	8:30	8:40	8:53	9:25
8:00	8:25	8:45	9:10	9:23	9:55
8:30	8:55	9:15	9:40	9:53	10:25
9:00	9:25	9:45	10:10	10:23	10:55
9:30	9:55	10:15	10:40	10:53	11:25
10:00	10:25	10:45	11:10	11:23	11:55
10:30	10:55	11:15	11:40	11:53	**12:25**
11:00	11:25	11:45	**12:07**	**12:22**	**12:55**
11:30	11:55	**12:15**	**12:37**	**12:52**	**1:25**
12:00	**12:28**	**12:47**	**12:57**	**1:12**	**1:45**
12:30	**12:58**	**1:17**	**1:17**	**1:32**	**2:05**
----	----	----	**1:37**	**1:52**	**2:25**
1:00	**1:28**	**1:47**	**1:57**	**2:12**	**2:45**
1:20	**1:48**	**2:07**	**2:15**	**2:30**	**3:05**
1:40	**2:08**	**2:27**	**2:35**	**2:50**	**3:25**
2:00	**2:30**	**2:52**	**2:55**	**3:10**	**3:45**
2:20	**2:50**	**3:12**	**3:15**	**3:30**	**4:05**
2:40	**3:10**	**3:32**	**3:35**	**3:50**	**4:25**
3:00	**3:30**	**3:52**	**3:55**	**4:10**	**4:45**
3:20	**3:50**	**4:12**	**4:15**	**4:30**	**5:05**
3:40	**4:10**	**4:32**	**4:35**	**4:50**	**5:25**
4:00	**4:30**	**4:52**	**4:55**	**5:10**	**5:45**
4:20	**4:50**	**5:12**	**5:15**	**5:30**	**6:05**
4:40	**5:10**	**5:32**	**5:35**	**5:50**	**6:25**
5:00	**5:30**	**5:52**	**6:08**	**6:22**	**6:55**
5:20	**5:50**	**6:12**	----	----	----
5:40	**6:10**	**6:32**	----	----	----
6:00	**6:25**	**6:45**	**6:55**	**7:08**	**7:40**
6:30	**6:55**	**7:15**	**7:25**	**7:38**	**8:10**
7:00	**7:25**	**7:45**	**7:55**	**8:08**	**8:40**
(from Gateway)	**7:45**	**8:05**	----	----	----
7:45	**8:10**	**8:30**	**8:55**	**9:08**	**9:40**
8:45	**9:10**	**9:30**	**9:55**	**10:08**	**10:40**
9:45	**10:10**	**10:30**	----	----	----
10:45	**11:10**	**11:30**	----	----	----

Lane Transit District

AGENDA ITEM SUMMARY

DATE OF MEETING: February 25, 2008

ITEM TITLE: **Franklin Boulevard Project**

PREPARED BY: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: None

BACKGROUND: Springfield has been actively considering plans for redevelopment of the Glenwood area. A key piece of the redevelopment is to redesign Franklin Boulevard through Glenwood. That project is linked with other planned projects that affect Franklin Boulevard, including the City of Eugene's Walnut Station area planning, the possible new University of Oregon Arena, and roadway changes associated with the new federal courthouse.

Springfield staff and a consultant team have been working with a stakeholder group to investigate design options for Glenwood Boulevard. The stakeholder group has recommended a design that includes two EmX lanes in Glenwood.

ATTACHMENTS: Description prepared for the United Front book regarding the Franklin Boulevard project.

PROPOSED MOTION: None.

Franklin Boulevard Redesign
Environmental Analysis

Request

Funding in the amount of $5 million is requested to conduct an environmental analysis of possible improvements to Franklin Boulevard between the Springfield Bridge and the Federal Courthouse. Improvements to be considered include the following:

- Consideration of a multiway boulevard in certain sections
- Creation of wider sidewalks to enhance pedestrian movement
- Addition of bicycle facilities
- Installation of double EmX lanes between the Springfield Bridge and 11th Avenue
- Improved traffic flow and safety
- Improved aesthetics (landscaping, undergrounding of utilities)

Along the Franklin Boulevard corridor, there are currently several planning activities being conducted by the Oregon Department of Transportation, the City of Springfield, and the City of Eugene. This project would be used to develop a coordinated approach to these separate studies and provide an overarching set of policies under which each jurisdiction could phase in its activity while remaining consistent with the common framework. The project will facilitate continued collaboration among the several partners and ensure a consistent approach to addressing issues on this major regional facility. At the same time, it will become feasible for the various jurisdictions to proceed to construction consistent with their own priorities, and to be confident that the whole, when completed, will be fully integrated.

Background

Franklin Boulevard is a key regional transportation link that connects Eugene and Springfield and serves the University of Oregon and other important activity centers. It also acts as a primary entrance for visitors to Eugene and Springfield. A significant upgrade of this part of the transportation system to modern multi-modal standards is essential to the successful redevelopment of the Franklin corridor and the Glenwood area riverfront. A redesign and reconstruction of Franklin Boulevard can provide a number of benefits to the community. The project will support economic development efforts, including redevelopment of underutilized properties, improving the mobility for all modes of transportation, addressing safety concerns, and creating a signature entrance into our community.

Economic Development

While there is potential for redevelopment along the entire length of this section of Franklin Boulevard, there are several major redevelopment efforts currently underway:

- Walnut Station Mixed-Use Center: The 73-acre area surrounding the Walnut EmX Station has been identified by the City of Eugene as a high priority area for redevelopment as a mixed-use center. The area has significant economic development potential, particularly as part of a transformation from a commercial strip to a vibrant neighborhood center. Improvements to Franklin Boulevard

(including a multiway boulevard concept) are the keystone for the project, as they will accommodate the alternative modes of travel to the automobile (bus, bicycle, and pedestrian) and the overall aesthetic needed to create a thriving urban center that features both retail services and residences. The final development plan for the project will likely be completed in 2008 and redevelopment of some parcels is already occurring. Improvements to Franklin Boulevard are an essential next step to ensure the economic vitality of this area.

Franklin Boulevard west of Walnut

Same view with redeveloped multiway boulevard

- Glenwood Corridor: Glenwood is viewed as a key redevelopment opportunity in the Eugene-Springfield area. Like the Walnut Station Center, the entire corridor in Glenwood has great potential for transformation through "placemaking" to a dynamic neighborhood of mixed commercial and residential uses. A redesigned Franklin Boulevard is a critical element in plans to redevelop Glenwood. Franklin Boulevard through Glenwood does not have continuous sidewalks, bike lanes, or EmX lanes, all of which would benefit new development. In addition, a multiway boulevard concept could be used in this section, especially for development on the north side of Franklin, to enhance the quality of the future mixed-use urban center.

- UO Arena: The University of Oregon is pursuing construction of a new University Arena to be located southwest of the Franklin Boulevard and Villard Street intersection (at the former site of William's Bakery). The arena would replace Mac Court as the home of the University's basketball teams. It would also be a key venue for other events. Franklin Boulevard is the key transportation facility serving the new arena.

- Eugene Water and Electric Board and the Federal Courthouse: The new Federal Courthouse and the Eugene Water and Electric Board (EWEB) property are very close to downtown Eugene, but difficult to access due to the barrier created by Broadway Street where it joins the Ferry Street on-ramps and 6th/7th Avenues. The new Federal Courthouse has the potential to encourage nearby redevelopment. EWEB is planning to relocate, making their large tract of riverfront property available for redevelopment. Courthouse area transportation improvements are already funded and focus mainly on Mill Street and the courthouse district. As part of this project, a redesign of Broadway Street will greatly improve access to this riverfront area and support the redevelopment.

- Community Entryway: Franklin Boulevard is not only a heavily used transportation corridor linking Eugene and Springfield, it is a primary entrance for visitors into the community. The Glenwood Boulevard interchange on Interstate 5 brings automobiles onto Franklin Boulevard. Virtually every visitor to the University of Oregon uses Franklin Boulevard to access the campus. The quality of a community's front door is often a significant inducement to economic development interests. This project would create a signature entry to the community,

demonstrating the quality of the local community as well as its commitment to all modes of transportation. This will be accomplished by incorporating leading-edge design principles into the amenities, including signage, lighting, and landscaping. The project will also offer the opportunity for undergrounding the utilities on the corridor.

Improved Mobility

The existing design of Franklin Boulevard accommodates current volumes of automobile use, but without capacity for growth; it has some transit improvements, but is woefully lacking in accommodating other transportation modes. The proposed redesign, which incorporates multiway boulevard concepts and intersection redesign, would significantly increase vehicle capacity by segregating local and through traffic. In addition, it would significantly improve facilities for alternative transportation modes.

- Pedestrian Facilities: There are many sections of Franklin Boulevard that do not have sidewalks, and the sections that have sidewalks are substandard, often of minimal width and adjacent to traffic. The Franklin Boulevard reconstruction will create continuous sidewalks along the length of the corridor. The sidewalks will be designed to provide a comfortable pedestrian environment, including a separation from higher speed traffic, with opportunities for direct interaction with abutting businesses. The project could also realign offset intersections across Franklin Boulevard, creating more opportunities to cross the street safely. Pedestrian facilities are especially important, given the high current pedestrian use in some areas (such as the University) and the expected high pedestrian use in the redeveloped areas.

- Bicycle Facilities: There are very few sections of Franklin Boulevard that have bicycle lanes or other bicycle facilities. While there is a parallel bicycle facility in certain parts of the corridor, it is not continuous and is not close enough to serve destinations on Franklin. This project would create a safe, convenient, and continuous bicycle facility along Franklin Boulevard.

- Transit (EmX) Facilities: LTD's first EmX line runs on Franklin Boulevard. The new service has been very well received by the public and has had exceptional ridership. EmX facilities along Franklin Boulevard consist of a combination of travel in double EmX lanes, single (bi-directional) EmX lanes, and mixed-traffic lanes, which are mostly in Glenwood. The single, bi-directional lanes create some delay when an EmX vehicle must wait for another EmX vehicle traveling in the opposite direction to clear the single lane section. This problem will become more significant as the frequency of the service is improved. The mixed-traffic sections have the potential for delay from traffic congestion, which will become a bigger problem as the community grows and as this corridor redevelops. Many of the concepts for the Franklin Boulevard project would include double EmX lanes along Franklin Boulevard.

- Automobile Facilities: Franklin Boulevard is at maximum capacity for automobile trips along the corridor. The Franklin Boulevard redesign will create additional capacity for traffic, while also improving automobile access to development along the corridor and addressing safety concerns at several intersections. One method to accomplish this is creation of a multiway boulevard, which separates through traffic flow from traffic that is accessing businesses.

Improved Safety

The new facilities constructed as part of the Franklin Boulevard project would greatly improve the safety of users of all modes of travel. By incorporating the consideration of access management in the corridor, realigning offset intersections, and consolidating (thereby reducing) the number of potential conflict points, the redesign will promote improved safety for all modes of travel. In addition, the project will provide for more secure pedestrian crossing opportunities and, in some segments, create more pedestrian crossing opportunities, which will eliminate some of the mid-block crossings that are pervasive near the University of Oregon.

Current Status

Various individual planning efforts along the corridor are proceeding, as follows:

- The City of Springfield, with the assistance of a stakeholder group, is considering design options for Franklin Boulevard through Glenwood.
- The City of Eugene is in the second phase of a study to determine an appropriate plan for the Walnut Station area, and is constructing transportation improvements in the vicinity of the new Federal Courthouse.
- The Oregon Department of Transportation is studying the potential for improvement of the Glenwood interchange.
- The University of Oregon is beginning design work on the new arena.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 25, 2008

ITEM TITLE: **Pioneer Parkway EmX**

PREPARED BY: Stefano Viggiano, Assistant General Manager

ACTION REQUESTED: None

BACKGROUND: The Pioneer Parkway EmX is in the final design phase. The Springfield City Council has been reviewing the 30 percent drawings. A brief update on the status of their review and of the scheduling for completion of the project will be provided.

ATTACHMENTS: None.

PROPOSED MOTION: None.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 25, 2008

ITEM TITLE: **Gateway Station**

PREPARED BY: Charlie Simmons, Facilities Manager

ACTION REQUESTED: None

BACKGROUND: A key element of the Pioneer Parkway EmX is the relocation of the Gateway Station. This will be the first part of the project to begin construction, much like the Springfield Station construction preceded the Franklin EmX construction. At this meeting, staff will provide an update of the project.

ATTACHMENTS: None.

PROPOSED MOTION: None.

The Best Way to Connect

The Bus!
A Service of Lane Transit District

LTD EVENT SHUTTLES

EMX
A Service of Lane Transit District

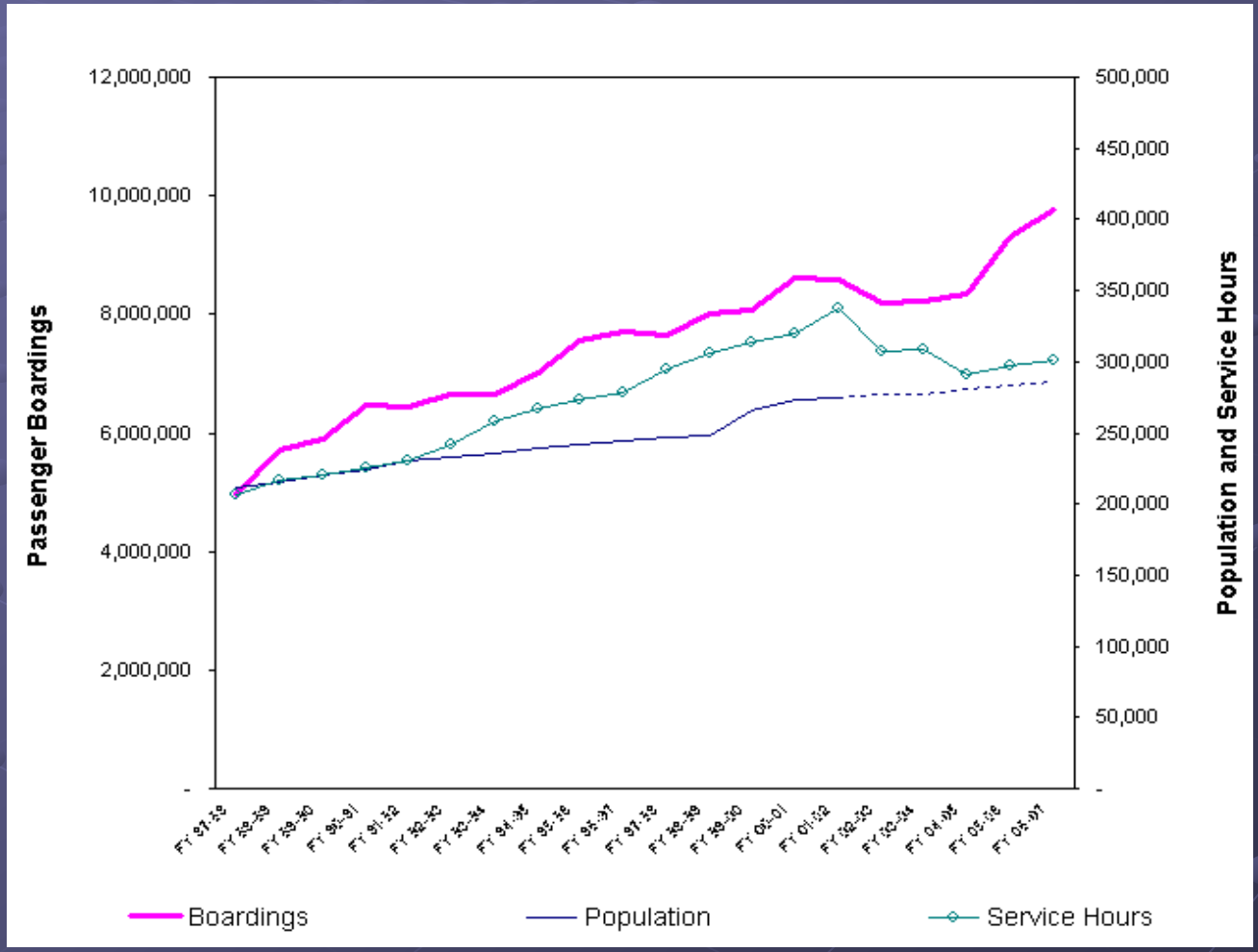
COMMUTER SOLUTIONS
a SMARTER way to go!

ACCESS AROUND TOWN
RIDESOURCE
A Service of Lane Transit District

Breeze
A Service of Lane Transit District

Ridership, Service, and Service Area Population

July 1988 Through June 2007



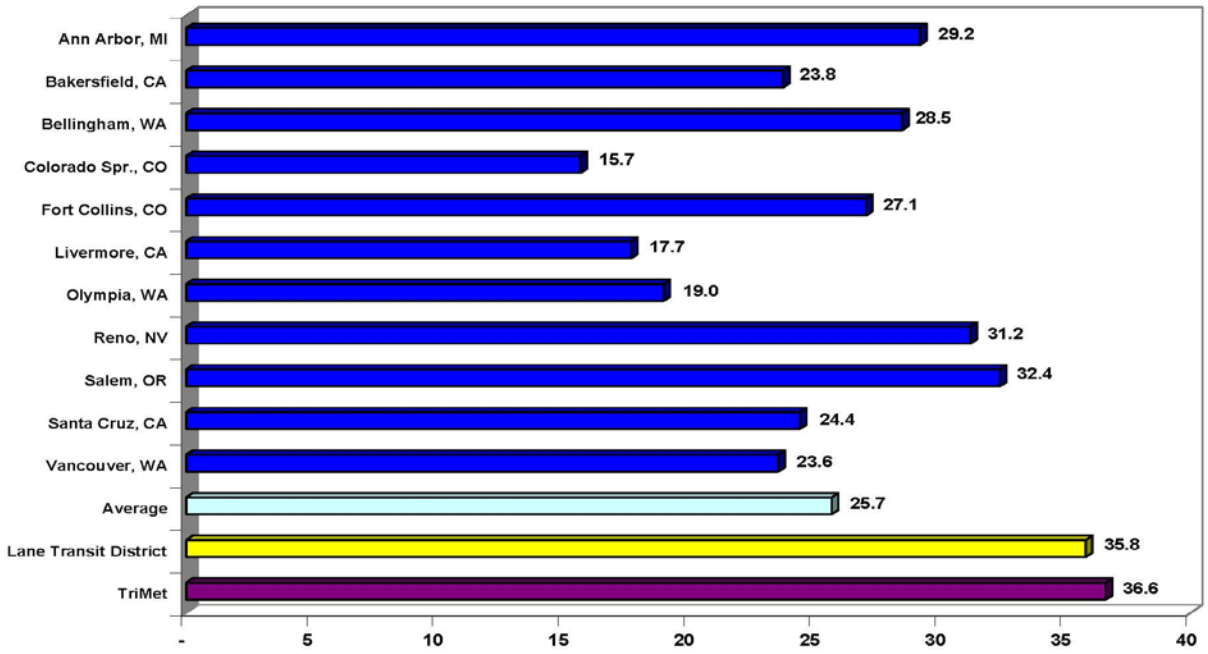
Comparative Operating Performance

- The following slides compare LTD to other transit properties that were selected on the following basis:
  - They have service levels comparable to LTD
  - They also serve a university community
- We used FY 2005-2006 data
- Only fixed-route bus service is included
- Tri-Met is not included in averages even though its performance is shown

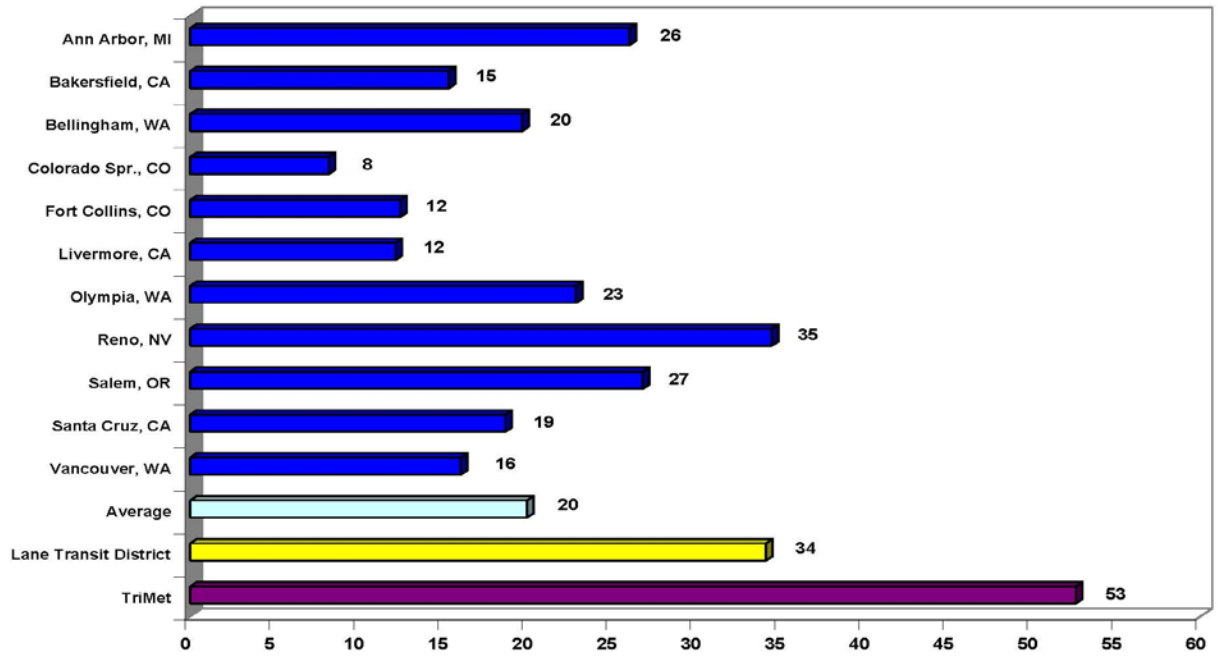
Transit Property Locations

- Ann Arbor, Michigan
- Bakersfield, California
- Bellingham, Washington
- Colorado Springs, Colorado
- Fort Collins, Colorado
- Livermore, California
- Olympia, Washington
- Reno, Nevada
- Salem, Oregon
- Santa Cruz, California
- Vancouver, Washington

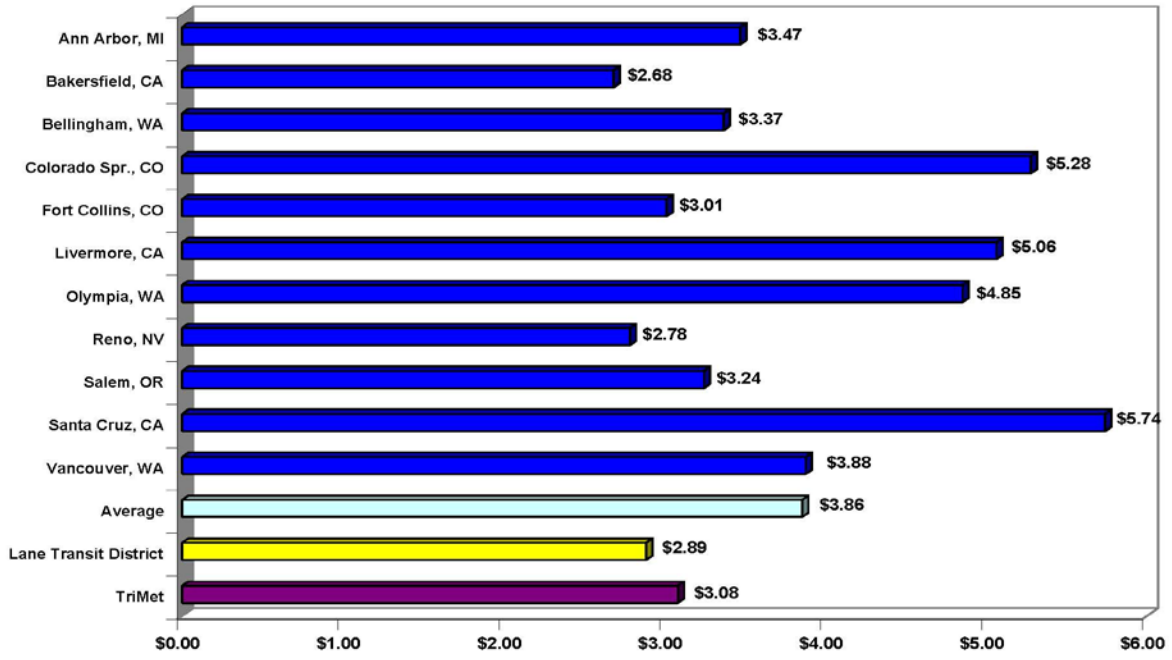
Boardings per Service Hour
2005-06



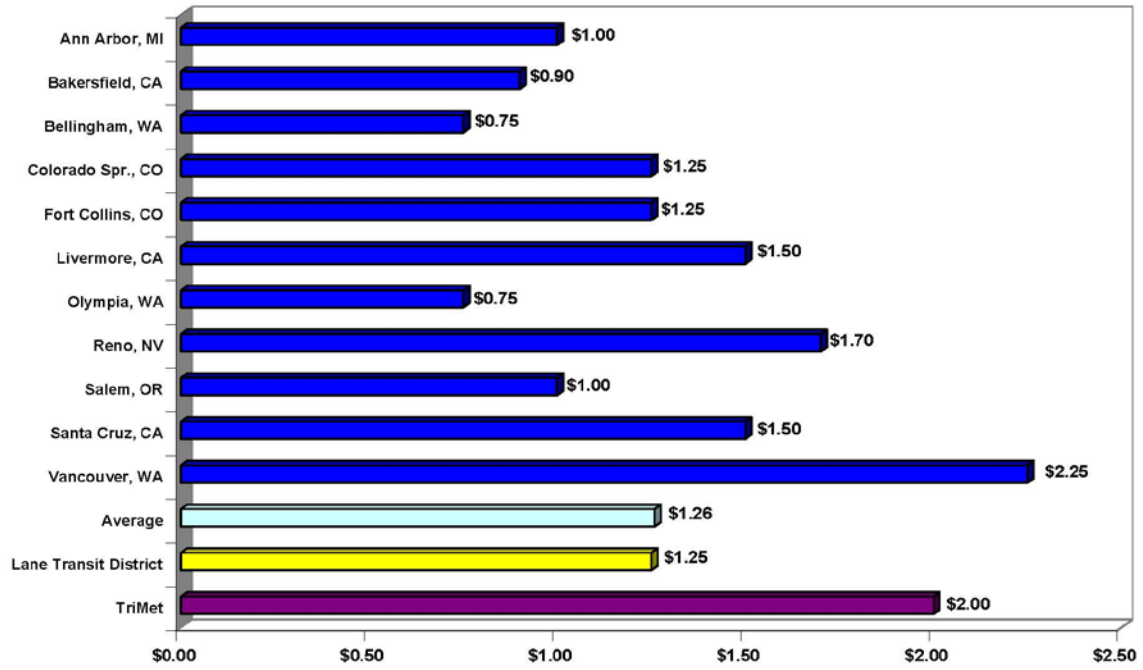
Boardings per Capita
2005-06



Cost per Boarding
2005-06



Cash Fare Comparison
2005-06



2007 Rider Survey

- Nearly 8,000 completed surveys in October 2007
- 66 percent of trips are for work or school
- “Choice” riders: 47 percent have direct access to a vehicle and 16 percent have shared access
- Fare payment: Only 21 percent pay with cash

2007 Rider Survey

- Trip location:
  - 14 percent of trips are within Springfield – up 4 percent
  - 21 percent are between Eugene and Springfield – up 3 percent
- Satisfaction
  - 86 percent rate LTD as good or excellent – up six percent.
- EmX Riders
  - More satisfied with speed of service, frequency of service, schedule adherence, comfort, and safety
  - Only 9 percent of riders are “free” – no passes, transfers

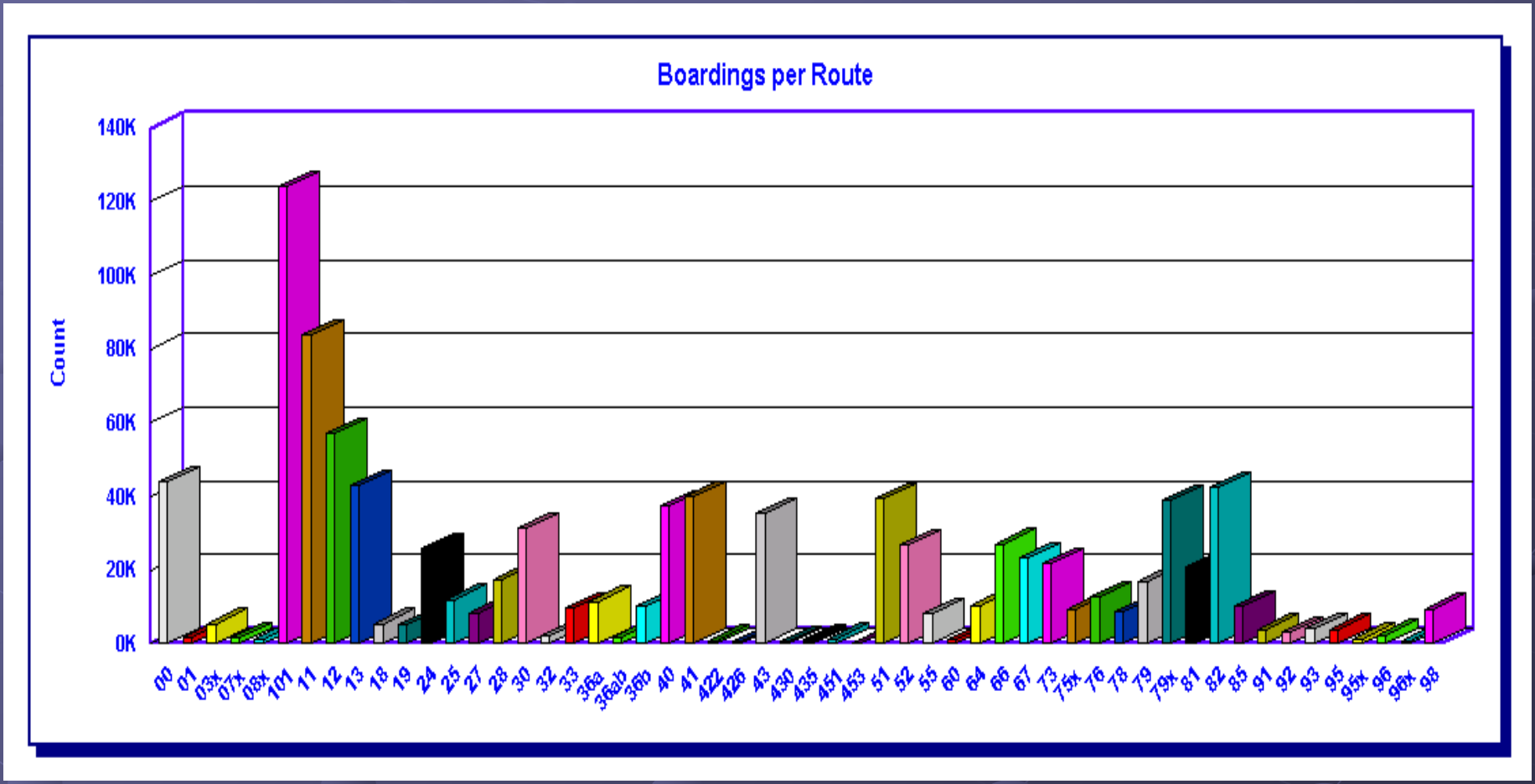
Reports

- FareFree Service at LTD:
  An Overview of Financial and Operational Impacts
- Applicability of Rail in the Eugene-Springfield Metropolitan Area

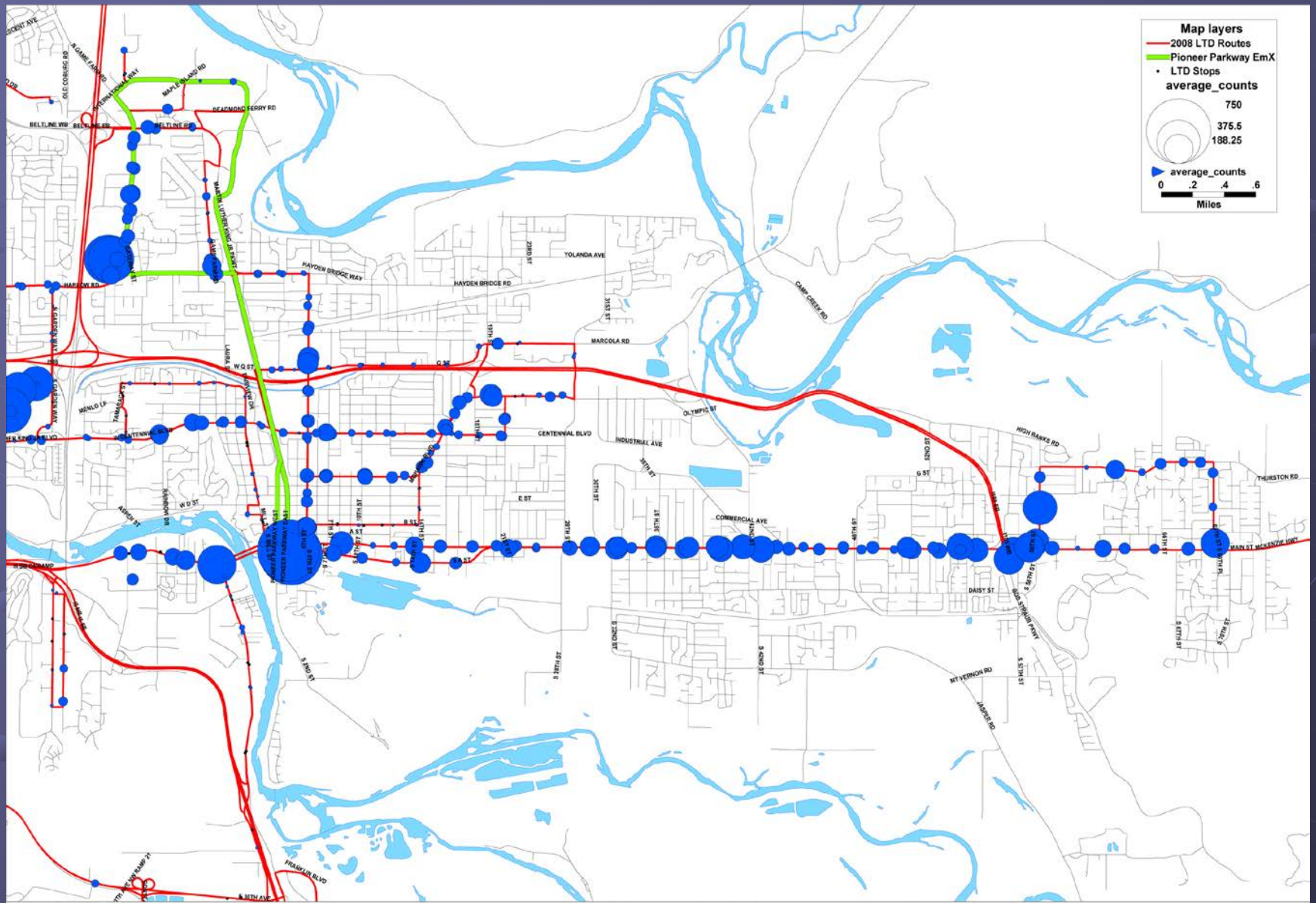
Ridership Productivity

- See page 25
- Urban route productivity is the number of customers boarding per hour of service
  - Minimum standards are set at 67 percent of the average by route category
- Rural route productivity is the number of customers boardings per round-trip

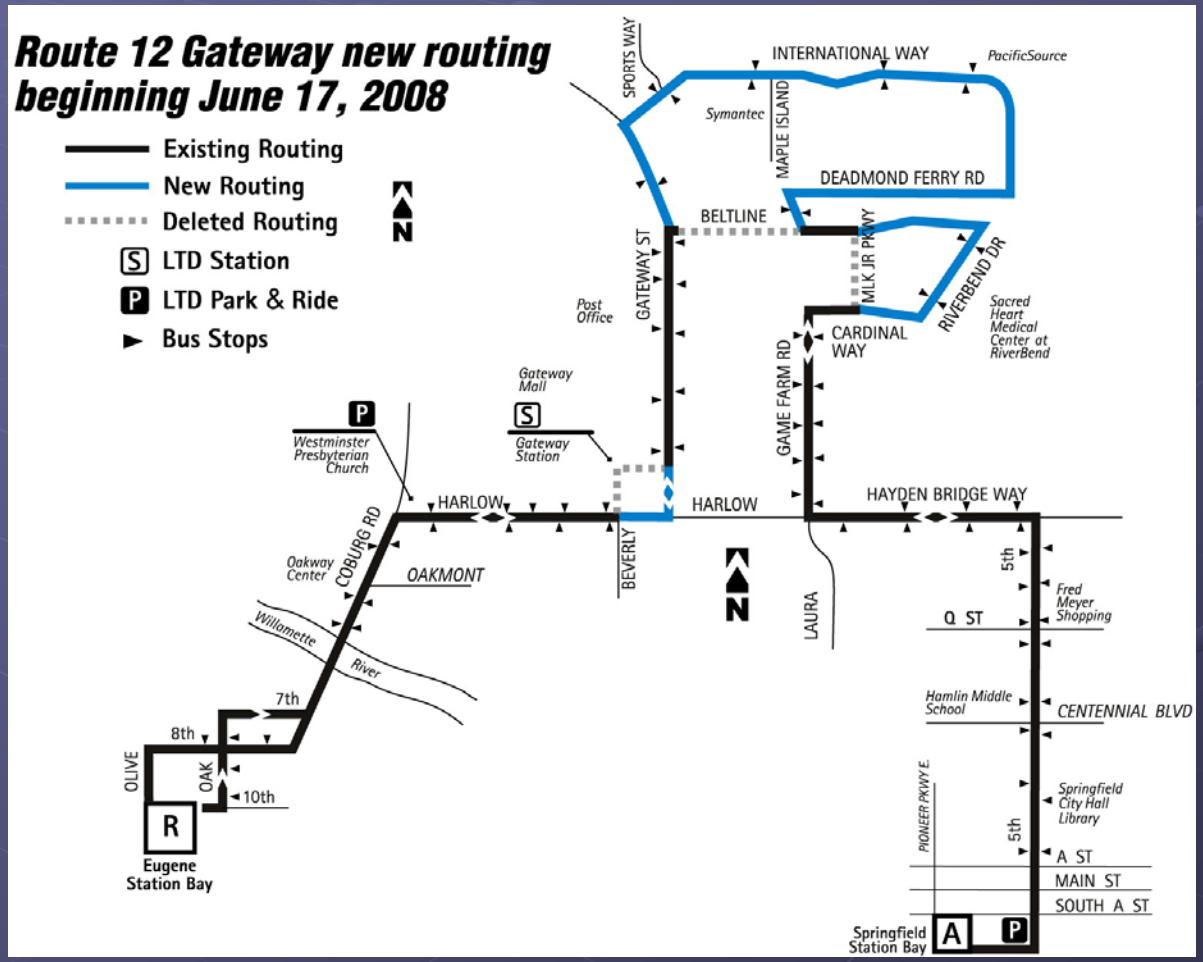
Boardings by Route
Weekdays in October 2007



Springfield Route Productivity



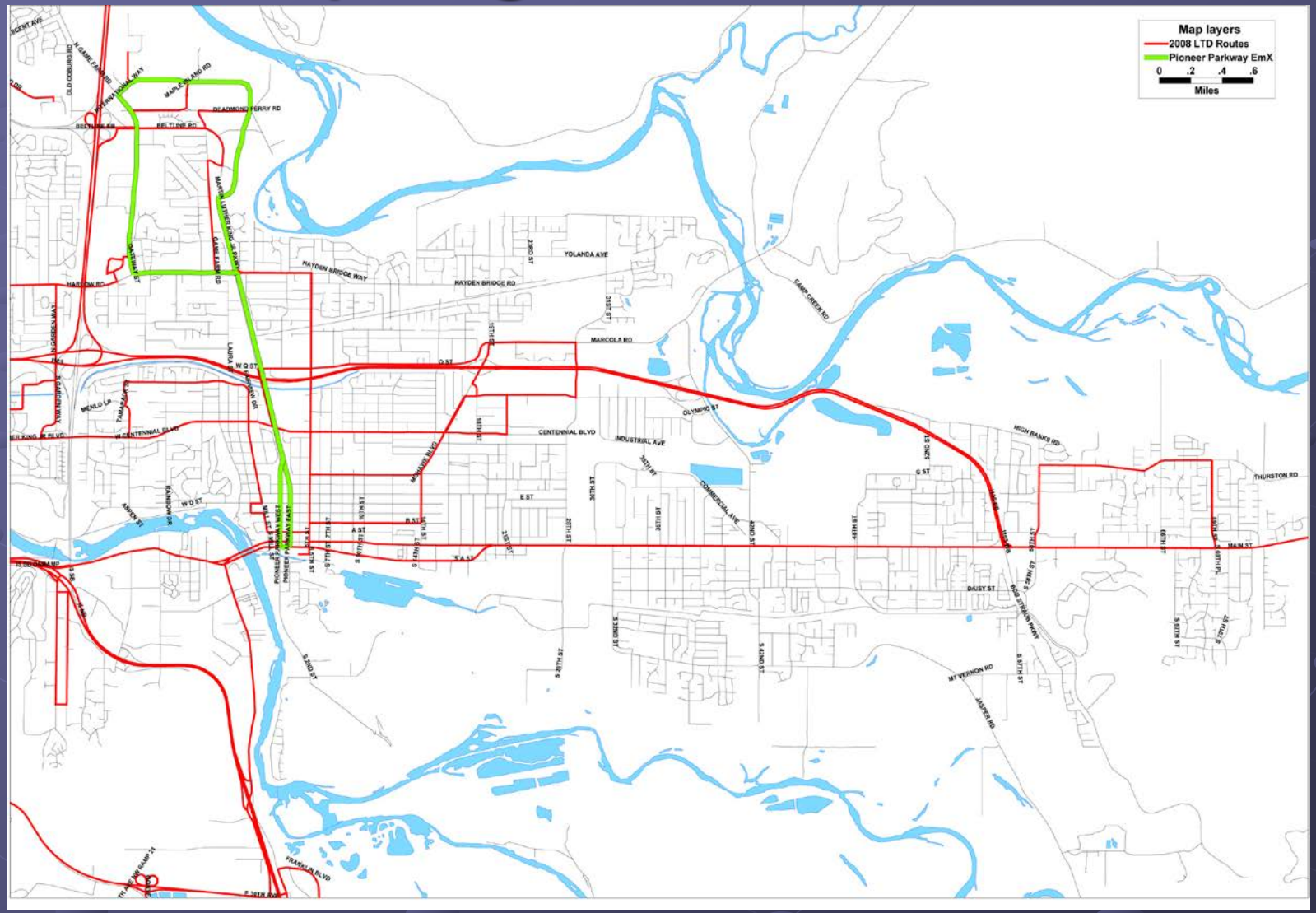
2008 Service Change



Springfield Outreach

- Fall 2008 – Data gathering
- Fall 2008 through Fall 2009 – Outreach
  - Springfield neighborhood meetings
  - Community groups
  - City staff
  - Council
  - Riders
- Winter/Spring 2010
  - Final design – annual route review
  - Budget process in April
  - Implementation with change to EmX

Springfield Routes

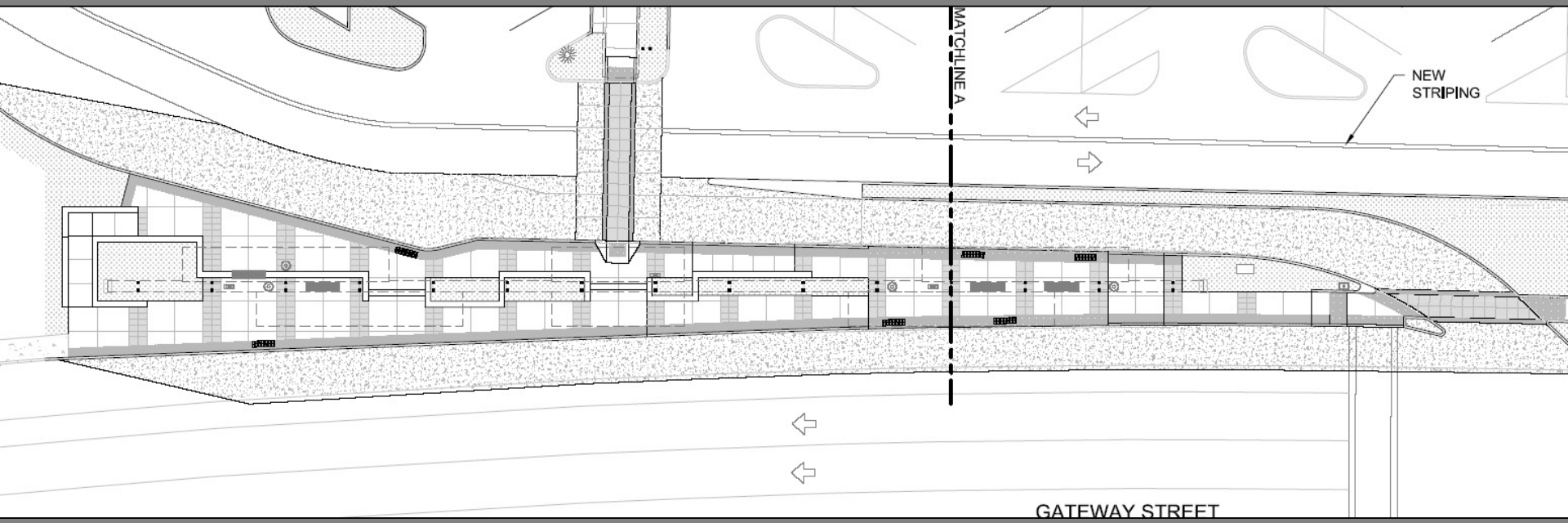


Gateway Station

EXISTING TRANSIT CONNECTION

NEW TRANSIT CONNECTION

Station Site Plan



GOALS

Complement Front Door

Preserve Parking Count

Make it Transparent

Design for Safety and Security

Minimize Dwell Time

Eliminate Car / Transit Conflicts

Improve Pedestrian Access

Commit to Quality


GATEWAY
KOHL'S


EAST to SPRINGFIELD STA