



LANE TRANSIT DISTRICT BOARD OF DIRECTORS STRATEGIC PLANNING COMMITTEE

Tuesday, August 06, 2019
5:30 – 7:30 p.m.

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

AGENDA

Time	ITEM	Page
5:30 p.m.	I. CALL TO ORDER	
5:31 p.m.	II. ROLL CALL <input type="checkbox"/> Amy Cubbage(Chair) <input type="checkbox"/> Julia Hernandez (Vice Chair) <input type="checkbox"/> Frannie Brindle <input type="checkbox"/> Carl Yeh <input type="checkbox"/> Gerry Gaydos <input type="checkbox"/> Vacant <input type="checkbox"/> Joe Berney (Commissioner) <input type="checkbox"/> Rob Zako <input type="checkbox"/> Mike Eyster <input type="checkbox"/> Kate Reid <input type="checkbox"/> Sam Miller <input type="checkbox"/> Greg Evans <input type="checkbox"/> Lindsey Hayward <input type="checkbox"/> Leah Rausch <input type="checkbox"/> Sheri Moore	
5:32 p.m.	III. PRELIMINARY REMARKS FROM THE CHAIR	
5:35 p.m.	IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA <i>This agenda item provides a formal opportunity for the Chair to announce additions to the agenda, and for Committee members to make announcements.</i>	
5:40 p.m.	V. AUDIENCE PARTICIPATION <ul style="list-style-type: none"> ◆ <u>Public Comment Note</u> This part of the agenda is reserved for members of the public to address the committee on any issue. The person speaking is requested to sign-in on the audience participation form. When your name is called, please step up to the podium and state your name, city of residence, and who you are representing for the audio record. If you are unable to utilize the podium, you may address the committee from your seat. ◆ Community member testimony is limited to three (3) minutes. 	
	VI. ITEMS FOR ACTION AT THIS MEETING	
5:50 p.m.	A. APPROVAL OF MINUTES Action Needed: Approval <i>Approve minutes from the June 4, 2019, meeting.</i>	3
	VII. ITEMS FOR BOARD RECOMMENDATION	
6:00 p.m.	A. TRANSIT TOMORROW UPDATE [Tom Schwetz] Action Needed: Discussion <i>Staff will provide information regarding the status of Transit Tomorrow and ask the committee to make a recommendation to the Board of Directors.</i>	11

<u>Time</u>	<u>ITEM</u>	<u>Page</u>
	VIII. ITEMS FOR INFORMATION AT THIS MEETING	
7:00 p.m.	A. MAIN-MCVAY TRANSIT STUDY UPDATE [Jennifer Zankowski] Action Needed: None. Information Only <i>Staff will provide an update regarding the status and next steps of the Main Street Transit Study.</i>	44
7:10 p.m.	B. MOVINGAHEAD UPDATE [Andrew Martin] Action Needed: None. Information Only <i>Staff will provide an update regarding the MovingAhead Project and what occurred at the July 15, 2019, Joint Eugene City Council and LTD Board work session.</i>	46
	IX. WRITTEN REPORTS AND UPDATES	
	A. Mobility on Demand Update	48
7:25 p.m.	X. NEXT/FUTURE MEETING AGENDAS <i>The Chair will ask for updates to be added to the working agenda and which month they should be placed.</i>	50
7:30 p.m.	XI. ADJOURNMENT	
<p>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).</p>		

STRATEGIC PLANNING COMMITTEE MEETING

LANE TRANSIT DISTRICT

Tuesday, June 4, 2019

Pursuant to notice given to *The Register-Guard* for publication on March 30, 2019, and distributed to persons on the mailing list of the District, the Strategic Planning Committee of the Lane Transit District held a meeting on Tuesday, June 4, 2019, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Sheri Moore, Chair
Amy Cabbage, Vice Chair
Frannie Brindle
Mike Eyster
Gerry Gaydos
Lindsay Hayward
Julia Hernandez
Sam Miller
Leah Rausch
Carl Yeh
Aurora Jackson, LTD General Manager
Camille Gandolfi, Clerk of the Board

Absent: Joe Berney
Greg Evans
Kate Reid

CALL TO ORDER/ROLL CALL — Ms. Moore convened the meeting of the Strategic Planning Committee (SPC) and called the roll.

COMMENTS FROM THE CHAIR — Ms. Moore noted there was information on the election of committee officers on Page 4 of the agenda packet.

AGENDA REVIEW — There were no changes to the agenda.

AUDIENCE PARTICIPATION — Ms. Moore explained the procedure for providing comments to the committee.

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), distributed copies of a May 13, 2019, memorandum from BEST to the MovingAhead Oversight Committee. He said the BEST awards ceremony was well attended and listed the winners in various categories. He reviewed the memorandum, which posed eleven questions regarding the MovingAhead project. He said staff was working on responses and suggested the committee could consider the questions during its MovingAhead discussion later in the meeting.

Marianne Nolte, representing BEST, said she would be working as an intern for BEST on various multi-modal transit investments, including Transit Tomorrow, MovingAhead, Franklin Boulevard, Main Street and possibly others. She planned to conduct conversations with community organizations doing work related to people, prosperity and planet. She said the goal was to learn what was important to people in the community, identify areas of agreement, and determine what transportation efforts people supported in order to inform BEST's testimony during the fall 2019 MovingAhead public engagement.

ITEMS FOR ACTION AT THIS MEETING

MOTION Approval of Meeting Minutes — Mr. Gaydos moved to approve the May 7, 2019, Strategic Planning Committee meeting minutes as submitted. Ms. Hayward provided the second.

VOTE The motion was approved as follows:
YES: Brindle, Cabbage, Eyster, Gaydos, Hayward, Hernandez, Miller, Moore, Rausch, Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Berney, Evans, Reid (3)

Officer Elections — Ms. Gandolfi explained the procedure for the annual election of a committee chair and vice chair. She said terms of new officers would begin July 1, 2019.

MOTION Mr. Eyster nominated Ms. Cabbage for committee chair.

There were no other nominations.

VOTE Ms. Cabbage was elected chair as follows:
YES: Brindle, Cabbage, Eyster, Gaydos, Hayward, Hernandez, Miller, Moore, Rausch, Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Berney, Evans, Reid (3)

MOTION Mr. Eyster nominated Ms. Hernandez for committee vice chair.

There were no other nominations.

VOTE Ms. Hernandez was elected vice chair as follows:
YES: Brindle, Cabbage, Eyster, Gaydos, Hayward, Hernandez, Miller, Moore, Rausch, Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Berney, Evans, Reid (3)

ITEMS FOR BOARD RECOMMENDATION

MovingAhead Refined Investment Package Update — LTD Development Planner Andrew Martin introduced Chris Henry, transportation planner with the City of Eugene. A handout

providing details of the original investment packages, modified investment packages and refined packages was distributed to the committee.

Mr. Henry provided an overview of the presentation and said the committee would be asked to take action, following its discussion of the material, on a recommendation to the LTD Board of Directors.

Mr. Martin described strategies for public engagement during the MovingAhead project and expanded efforts that had been used to obtain feedback on the refined investment. He said there were three ways to look at feedback from responses:

1. What criteria should be used to evaluate investment packages?
2. Evaluate the packages and indicate which worked well and which did not.
3. Create your own ideal investment package.

Mr. Martin said people could also make open-ended comments. Those were assessed in order to provide some context for the feedback and important themes emerged. He said prioritization of criteria for each corridor remained the same with bike, pedestrian, safety and access improvements first; followed by travel time savings; the potential for ridership increase; investment in corridors for disadvantaged populations and communities of concern; and capital and operating costs. He said people were interested in the benefits of improvements and somewhat concerned about the costs and funding.

Mr. Martin said when people evaluated the refined packages there was a generally greater support for packages with higher investments. He reviewed scoring for the five refined packages:

- Enhanced Corridor - lowest average rating because more investment was wanted and package did not meet needs
- Package A - more investment needed
- Package B - more support, determined to be a good compromise
- Package C - appreciation for return on investments in package, but concern with cost
- EmX - very polarizing with strong support and strong opposition

Mr. Martin said 249 people responded to the invitation to build their ideal package. Twenty percent wanted the full EmX package built and eight percent supported a no build package; overall there was more support for a greater level of investment. He said in a comparison among packages to those originally proposed, Package C was most popular and the EmX Package was the second most popular. He said MovingAhead began in 2015 and community outreach consistently received the same message: people wanted efficient connections, investments in safety and access, and access for all modes.

In response to questions from Ms. Brindle, Mr. Martin said the EmX Package was the most common among those who built their ideal package and variations on Package C were also popular. Many people supported EmX on River Road.

Ms. Moore observed that the comments made interesting reading and encouraged committee members to review them. She said she appreciated the effort involved in compiling the materials.

Ms. Hernandez asked if public outreach efforts were made at Lane Community College (LCC) as she had not seen any notices when she was on campus. She asked what outreach had been conducted in Spanish. Mr. Martin said the outreach bus was taken to campus and welcomed suggestions for how to improve publicizing those visits. He said he and Mr. Henry had worked with community organizations and made presentations to people who were primarily Spanish speakers. Staff also planned to place announcements on the most popular radio station for Spanish speakers.

Ms. Hernandez said she would be happy to help with outreach efforts to the Spanish-speaking community.

Mr. Henry said he appreciated the value of questions from the community's perspective as posed by BEST, and responses would help inform the decision-making process. He said BEST was an important partner in fostering dialogue with the community.

Ms. Rausch asked if this was the first time the outreach bus had been used and whether the effort had been successful. Ms. Jackson said the bus had typically been used for promotional efforts and this was the first time it was used for a project like MovingAhead. Mr. Martin described features of the outreach bus. He said he was pleased with the response from people who had visited the bus and said for several visitors, including property owners potentially impacted by the project, this was their first engagement with MovingAhead.

Mr. Martin said feedback from community outreach efforts was used to refine investment packages in order to provide a range of options for decision-makers while addressing community concerns. He reviewed the modifications made to packages A, B and C based on community feedback and explained the rationale for each of the changes. Mr. Henry said the packages represented aspirational planning for the next 10 years with projects that were ready to begin.

Mr. Martin said the Oversight Committee, composed of elected officials and executive staff from various agencies, would make recommendations to the LTD Board and Eugene City Council. The SPC would also make recommendations to the LTD Board on investments packages that should be taken to a public hearing. He said the Oversight Committee eliminated packages A and B and recommended taking the Enhanced Corridor and EmX packages, along with both versions of Package C, out for public review. He said the only difference between the versions of Package C was that one had proposed enhanced corridor for Coburg Road and the other proposed EmX.

Mr. Martin said the SPC could concur with the Oversight Committee's recommendation or develop its own recommendation from among the packages presented.

Ms. Brindle asked if the Oversight Committee had a discussion about why the no build option for 30th Avenue to LCC was removed from its recommendation. Mr. Martin explained there were public comments and interest from committee members about the need to provide high level service to LCC.

Mr. Yeh, an Oversight Committee member, said there was discussion about the potential of the 30th Avenue route to do more to connect with rural communities in the southern part of the county and a no build option was not considering that future potential.

Ms. Brindle said she agreed with the Oversight Committee that the station at LCC could become a hub for service connecting southern rural communities to the metro area.

Ms. Cabbage asked why the Oversight Committee eliminated packages A and B. Mr. Martin said the decision was made to simplify choices and eliminate options with a low level of public support that did not align with community plans and policies.

Ms. Moore asked if the Enhanced Corridor option eliminated the potential for future EmX service on a corridor. Mr. Martin said Enhanced Corridor alternatives could eventually become EmX service as the community grew and a higher level of investment was needed.

Ms. Moore asked about the availability of funding for the investment packages. Mr. Martin said LTD was working with Lane Council of Governments (LCOG) to develop an implementation plan that would include a list of all possible funding sources and required match funds. Creative ways to provide matching funds were being explored, but incremental improvements were likely to be necessary. Mr. Henry added that LCOG's examination of all options for providing matching funds indicated there would probably still be a funding gap and the community would need to decide how that would be filled.

In response to a question from Mr. Eyster, Mr. Martin said the Enhanced Corridor option represented a broad spectrum of improvements, using the same tool box as EmX. It would include 15 minute frequency.

Mr. Eyster noted that the station at LCC could currently accommodate four buses and would need some infrastructure investment if additional frequency on that corridor was planned. Mr. Martin said those capital costs had been captured in funding calculations.

Director of Planning and Development Tom Schwetz said Enhanced Corridor was part of the continuum between fixed-route and EmX service.

Mr. Gaydos appreciated the courage in putting forth EmX as an option on Coburg Road, but was concerned that could build resistance to the MovingAhead project. He asked if the Oversight Committee had discussed that issue. Mr. Martin said that concern was discussed, which was why both the Enhanced Corridor and EmX were both recommended for presentation to the public for review.

In response to a question from Ms. Moore, Mr. Martin said the greater cost of EmX on Coburg Road was in part due to the need to obtain dedicated right-of-way. He said the cost was primarily due to the greater cost of building dedicated lanes of concrete with full depth construction rather than property acquisition.

Ms. Cabbage asked how MovingAhead fit with Transit Tomorrow. Mr. Martin said there had not been adoption of a specific design by the LTD Board yet, but the direction of Transit Tomorrow was leaning toward added frequency on many of the MovingAhead corridors. He said MovingAhead represented a large addition of service and increased operating costs. He said conceptually if service was added to those corridors in Transit Tomorrow, MovingAhead would have less associated costs. Mr. Schwetz clarified that the operating costs would be lower than the MovingAhead projections, but from current costs.

Ms. Rausch asked if there had been confusion among the public about which project they were being asked to comment on, given the outreach efforts for both MovingAhead and

Transit Tomorrow. Mr. Martin said there had been some confusion and staff tried to explain the differences between the two initiatives.

Ms. Moore commented that congestion was a major problem on Coburg Road and asked if relief from some of that congestion might be a selling point for transit. Mr. Martin said considerable traffic modeling had been done and staff found there would be little change in roadway operations, but transit would allow potentially 200,000 more trips to occur annually with the same amount of congestion.

MOTION Mr. Gaydos moved to recommend to the LTD Board the recommendations made by the Oversight Committee. Mr. Eyster provided the second.

VOTE The motion was approved as follows:
YES: Brindle, Cubbage, Eyster, Gaydos, Hayward, Hernandez, Miller, Moore, Rausch, Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Berney, Evans, Reid (3)

Mr. Martin said next steps would include presenting recommendations to a joint work session of the LTD Board and Eugene City Council on July 15, 2019, and through the fall and the winter begin the public hearing process, followed by individual and joint deliberations by the two bodies. He expected a decision by both bodies by the end of 2019 or early 2020. Staff would continue to work with LCOG on an implementation plan.

ITEMS FOR INFORMATION AT THIS MEETING

Mobility Management/Strategic Business Plan (SBP) — Mr. Schwetz said the purpose of an SBP was to provide a 10-year strategic context for LTD operations. He said the plan would draw from other plans and inform annual documents such as the budget and Community Investment Program (CIP). The plan would be a mechanism to identify direct short-term actions that would move the organization toward long-term goals. He said the scope and broad goals would be reviewed by the Board at a September retreat and based on that discussion a solicitation for services to develop the SBP would be issued. He said the timeline for creation of an SBP would be 12-15 months. He said many transit agencies had some form of SBP and would provide the committee with links to those documents. He said TriMet's SBP was a good example and that document was updated annually.

Mr. Schwetz said that he wanted the development of LTD's first SBP to start a strategic conversation that filtered throughout the organization, Board and community about transit and LTD's role in providing necessary services to the community.

Ms. Brindle commented that the Oregon Department of Transportation (ODOT) had recently gone through a similar process and it was productive and helpful in determining what the agency should focus on and honing its mission. She said it also created a common understanding of ODOT's purpose among everyone in the organization.

Ms. Cubbage asked how the committee could support LTD's efforts. She said her organization had also gone through a strategic planning process and conducted a SWOT

(strengths, weaknesses, opportunities, threats) analysis that was very helpful. She suggested that might be something the SPC could do at the appropriate time.

Mr. Schwetz said that he agreed that could be useful. He said the Long-Range Transit Plan (LRTP) was developed in 2010 and the strategic context for it had shifted and evolved over the intervening years. He said a review of the LRTP's key strategic findings could for the basis for a SWOT analysis.

Mr. Schwetz said mobility management was a project being funded by State Transportation Improvement Fund (STIF) dollars over the next two years. He said it emerged during development of LTD's STIF application. LTD was already involved in programs such as the Cottage Grove mobility on demand pilot and the regional bike share program. It was important to have a mobility management plan to help LTD identify the roles it would play as other modes evolved in the region.

Mr. Martin said LTD was already functioning as a mobility manager through its RideSource Center and this was an opportunity to determine what other modes might help LTD achieve its goals as a public agency. He described a recent conference in Seattle that examined the role of transit in a multi-modal environment.

Mr. Schwetz said Transit Tomorrow had identified the need for mobility options on the edges of the ridership network.

In response to a question from Ms. Moore, Mr. Martin said real time information was a feature of the EmX system and staff was working on providing real time data on the #36 line, with plans to eventually roll that out to the entire fixed-route system.

Ms. Jackson said LTD was using technology to reach goals and meet rider expectations. Staff was currently researching a number of issues, including real time information and travel applications. The SBP would establish a direction for the agency and technology would be used to facilitate moving in that direction.

WRITTEN REPORTS AND UPDATES — Assistant General Manager Service Delivery Mark Johnson said deployment of electric buses had been delayed because BYD's production schedule was behind; however, one electric bus was now in service and he hoped that all five buses would be accepted by LTD by September. He said six additional buses would be ordered later in the year.

NEXT/FUTURE MEETING AGENDAS — Ms. Moore determined there was consensus to cancel the committee's July 2 meeting.

Ms. Brindle offered to provide a report on ODOT's outreach efforts during the summer construction season at the August or September meeting.

Mr. Yeh announced that Kate Reid had resigned from the SPC and Board member Emily Secord would be replacing her. Ms. Jackson said applications for the other two vacancies on the committee were being reviewed and she hoped they would be filled by the August meeting.

Ms. Cabbage asked when the next major Transit Tomorrow decision point would occur. Mr. Schwetz said the Board would be asked at its August 2019 meeting to provide direction on how to proceed.

ADJOURNMENT

Ms. Moore adjourned the meeting at 7:20 p.m.

(Recorded by Lynn Taylor)



AGENDA ITEM SUMMARY

DATE OF MEETING:	August 6, 2019
ITEM TITLE:	TRANSIT TOMORROW UPDATE
PRESENTER:	Tom Schwetz, Director of Planning and Development
DIRECTOR:	Tom Schwetz, Director of Planning and Development
ACTION REQUESTED:	Information and Discussion

PURPOSE: Staff has started work on a strategy for implementation for the proposed Transit Tomorrow network. This strategy will consider a number of questions related to what changes will be made to the existing system and how those changes might be programmed over three years between 2020 and 2022.

At the August 6, 2019, SPC meeting, committee members will be briefed on the draft network and the draft implementation process. Similar to the committee's small group exercise at the March 2019 meeting, a small group discussion would be facilitated to discuss:

- the benefits and concerns associated with the proposed network and proposed implementation process
- the areas of focus for strategizing implementation based on the identified benefits and concerns

A power point presentation is included in the packet reviewing the project to date, the proposed network, and analysis prepared by JWA. This is intended to provide the committee with additional detail on the proposed network. Staff will provide a brief presentation of the highlights in the presentation. The committee would then break into small groups as described above.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information for a future decision.

HISTORY: At the December 2017 Board of Directors' meeting, the Board approved an award of contract to Jarrett Walker and Associates (JWA) to perform a comprehensive operational analysis (COA) that entailed a detailed study of LTD's transit service, including an assessment of existing strengths, areas for improvements, and options to better serve the community it serves. In an outreach program to engage the community in the decision-making process of the COA, LTD branded the project 'Transit Tomorrow'. Through Transit Tomorrow, LTD is evaluating the entire transit network in the Eugene-Springfield metropolitan area.

The COA was developed in two phases and included two public outreach efforts as highlighted below.

- May 2018 the *Choices Report* was published
- June through August, 2018: Community Engagement, Phase 1
- January 2019: *Scenarios Report* was published
- January through February 2019: Community Engagement, Phase 2

On March 5, LTD's Strategic Planning Committee spent their full meeting developing a recommendation for the Board's action on allocation of resources between provision of coverage and frequent fixed-route service for the Eugene-Springfield metropolitan area. Representatives from SPC conveyed their recommendation to the Board at the March 20 regular meeting.

At the March 20, 2019, Board Meeting, the LTD Board of Directors adopted a resolution directing staff to develop a fixed-route service scenario for the Eugene/Springfield metropolitan area that focuses 80-85 percent of the metro area resources on High Ridership with up to 5 percent of metro resources being focused on non-fixed route mobility options. Based on the Board's direction, a multi-jurisdictional technical advisory group composed of agency partners and LTD staff will be meeting for a two-day "Core Design Retreat" on March 21-22 to develop the Draft Preferred

Scenario for the fixed route transit network in Eugene/Springfield. Following the retreat, a report was drafted summarizing key features of the draft network, along with measurements of outcomes which was provided to the Board in May.

A Work Session was held with the LTD Board of Director on July 17, 2019, present findings of the project to date, the proposed network, and analysis prepared by JWA.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: At the August 21, 2019, meeting, the Board will consider providing guidance to staff regarding the implementation strategy and process.

SUPPORTING DOCUMENTATION:

- 1) Presentation
- 2) Phase 2 Outreach Summary: <https://www.ltd.org/transit-tomorrow-document-library/>.
- 3) Transit Tomorrow Scenarios Report: <https://www.ltd.org/transit-tomorrow-document-library/>.

PROPOSED MOTION: None. Information Only.

Transit *Tomorrow*

Your Transit. Your Vision. Your Future.



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?



Your Transit. Your Vision. Your Future.

LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING
August 6, 2019 Page 14 of 51



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 Board approval to turn this into a Final Plan. We will release the Draft Plan for public review
- **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



Trade-offs Discussion

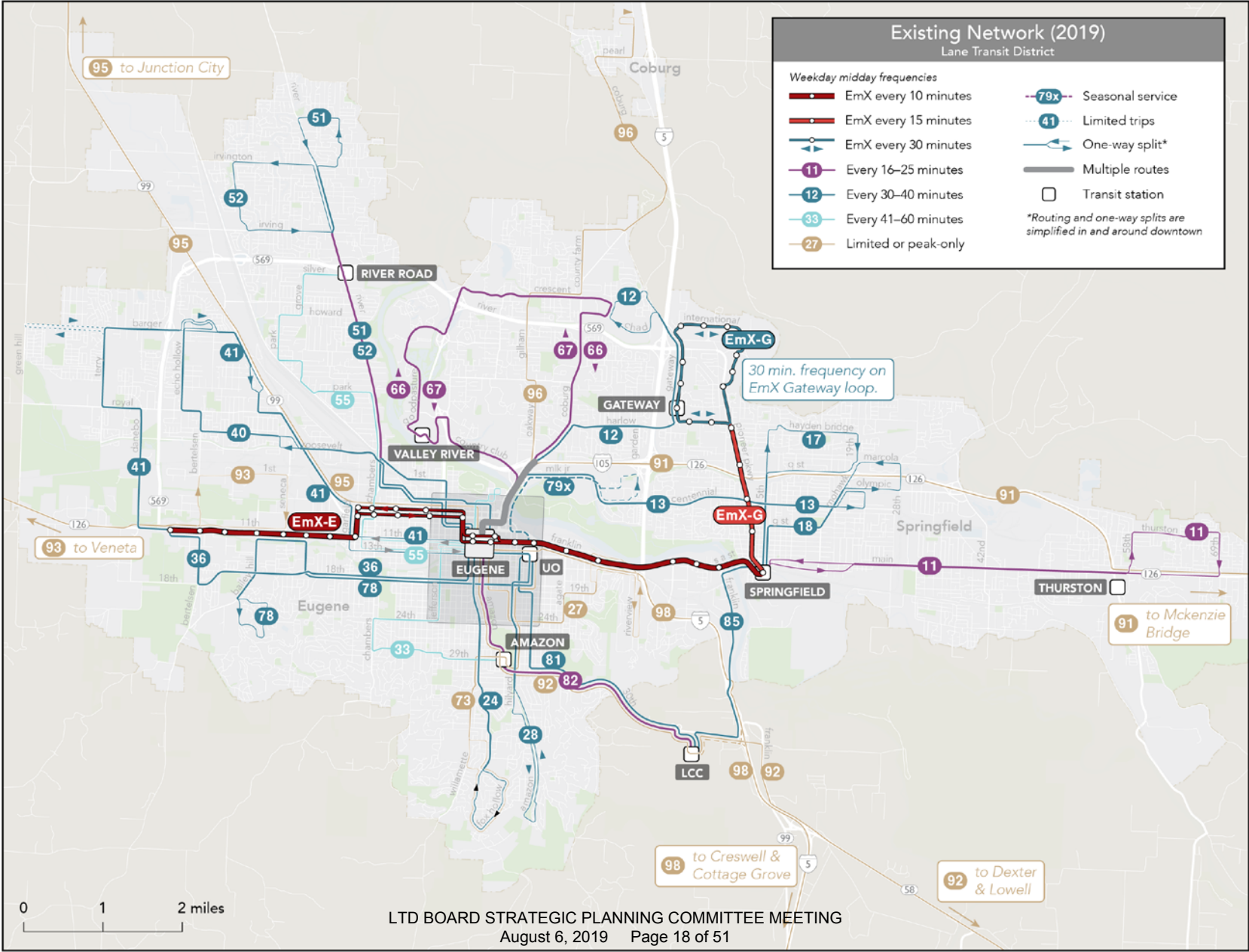


Your Transit. Your Vision. Your Future.

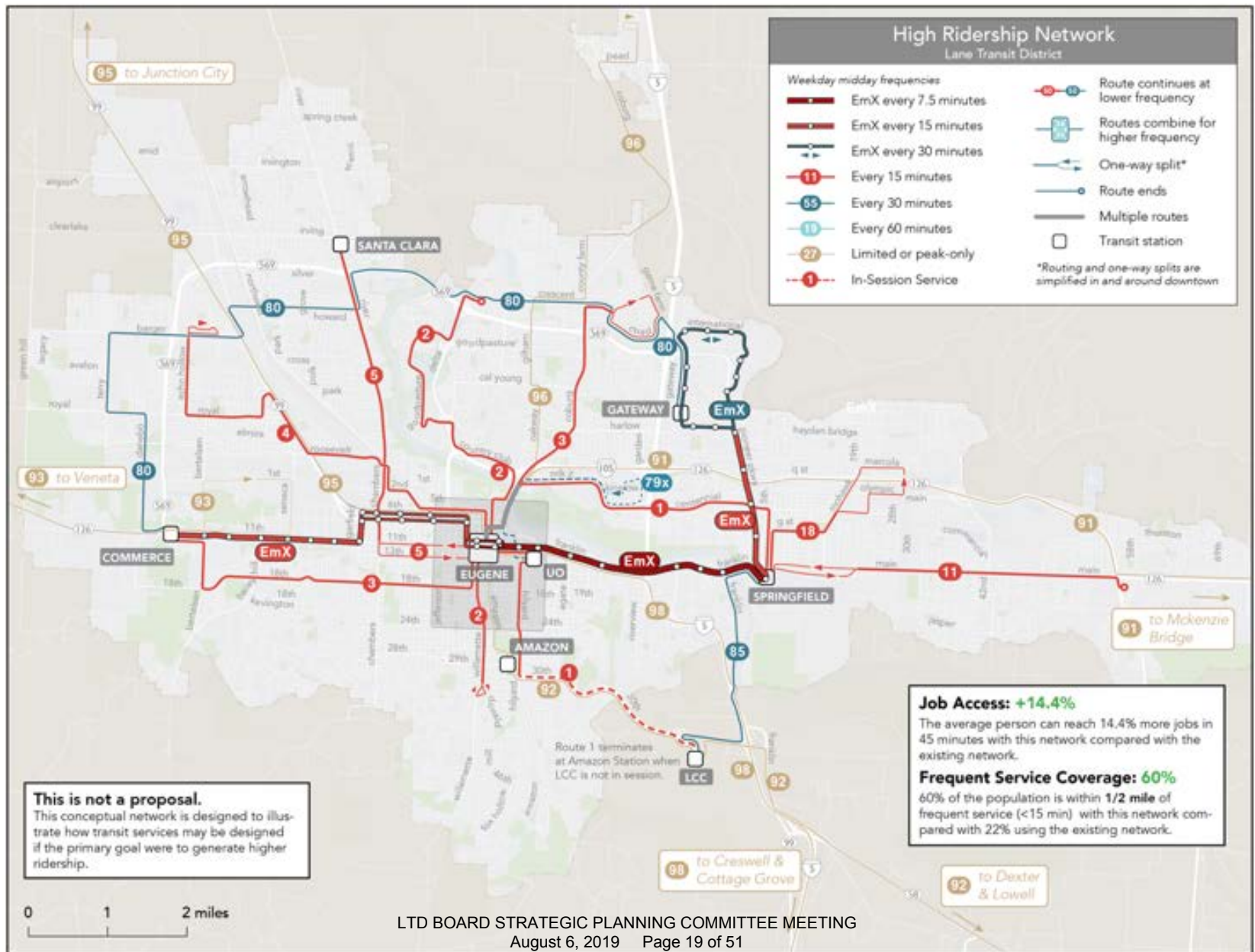
LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING
August 6, 2019 Page 17 of 51



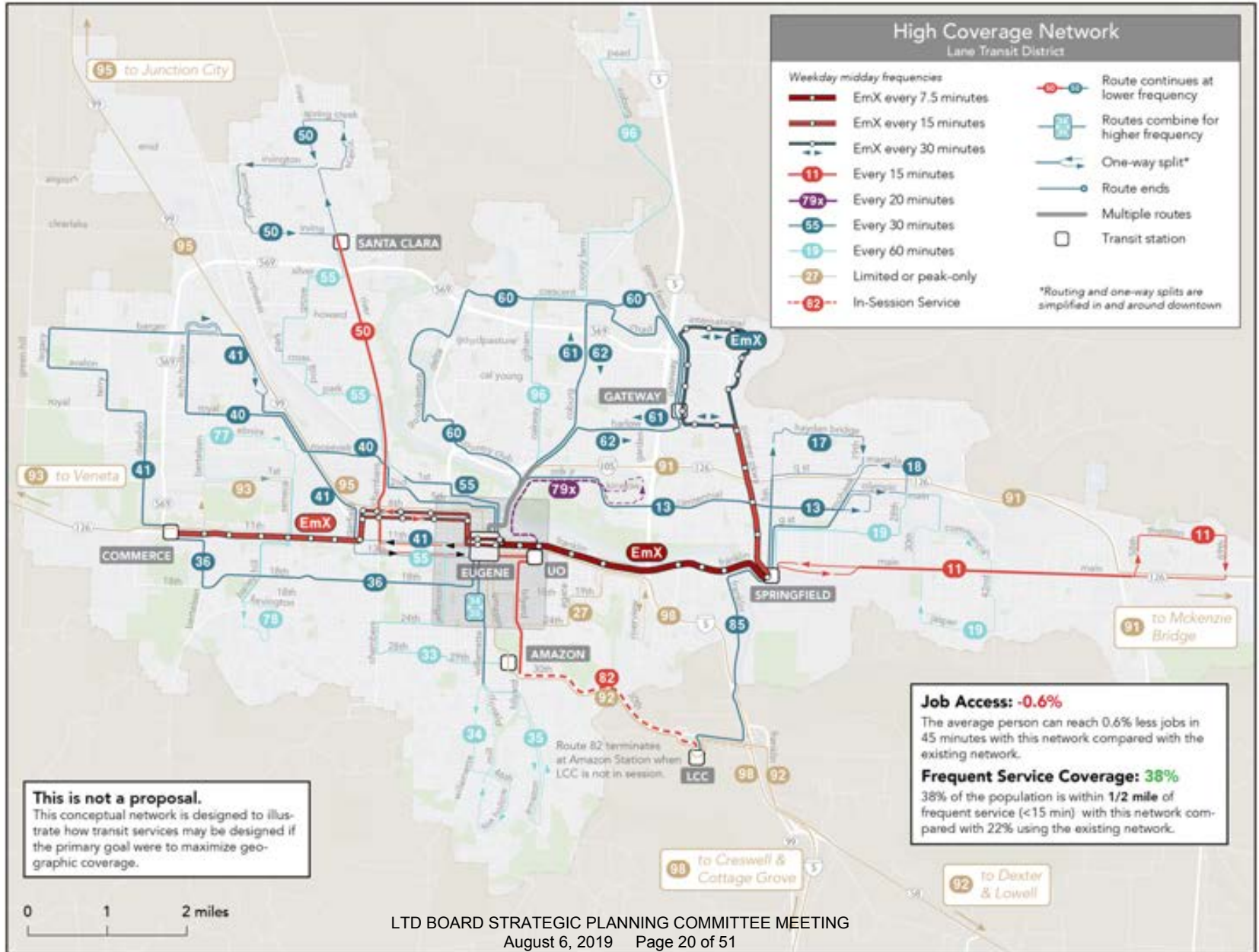
Existing Network



Ridership vs. Coverage



Ridership vs. Coverage



More Service vs. Lower Fares

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



Your Transit. Your Vision. Your Future.

LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING
August 6, 2019 Page 21 of 51



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



Draft Network Plan

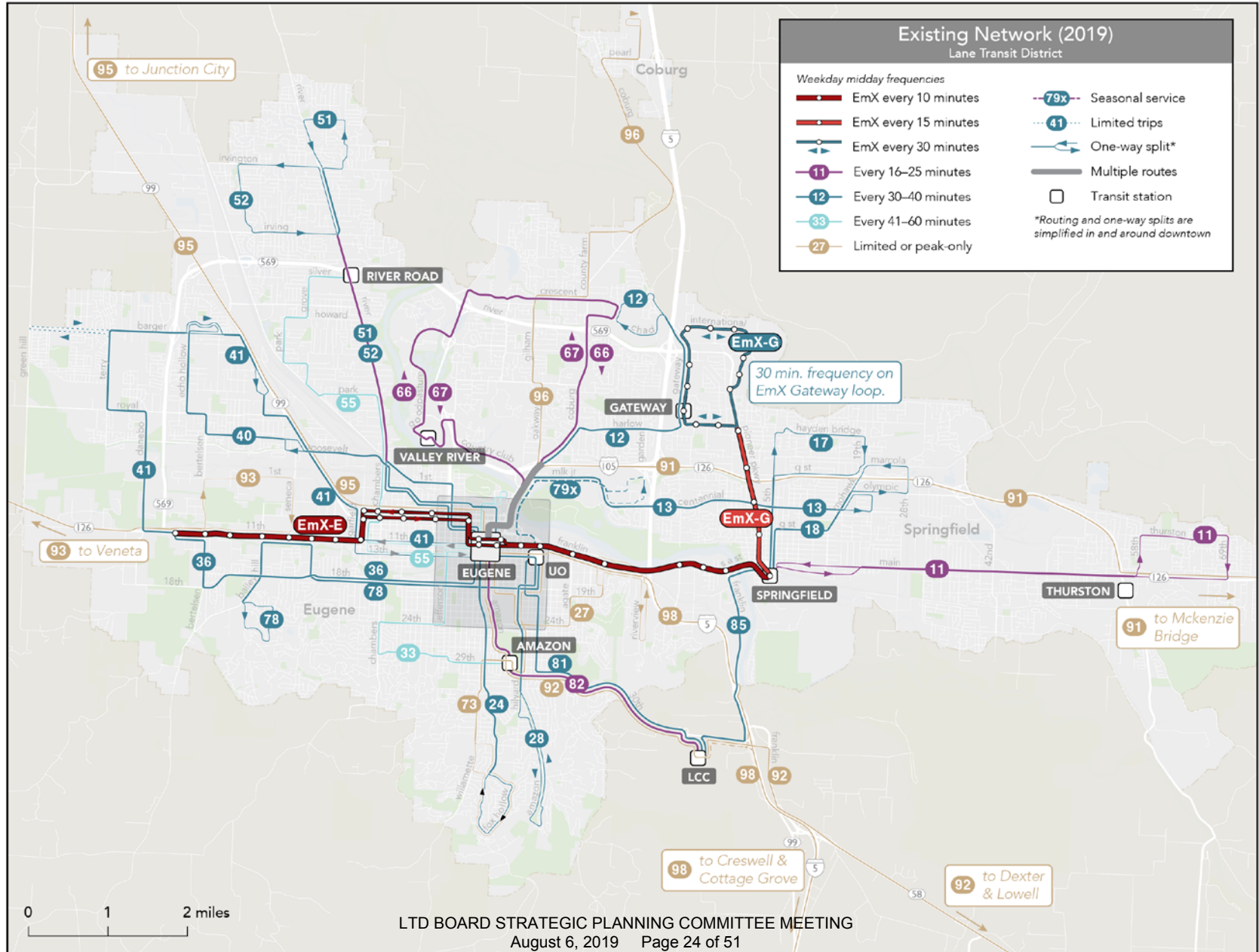


Your Transit. Your Vision. Your Future.

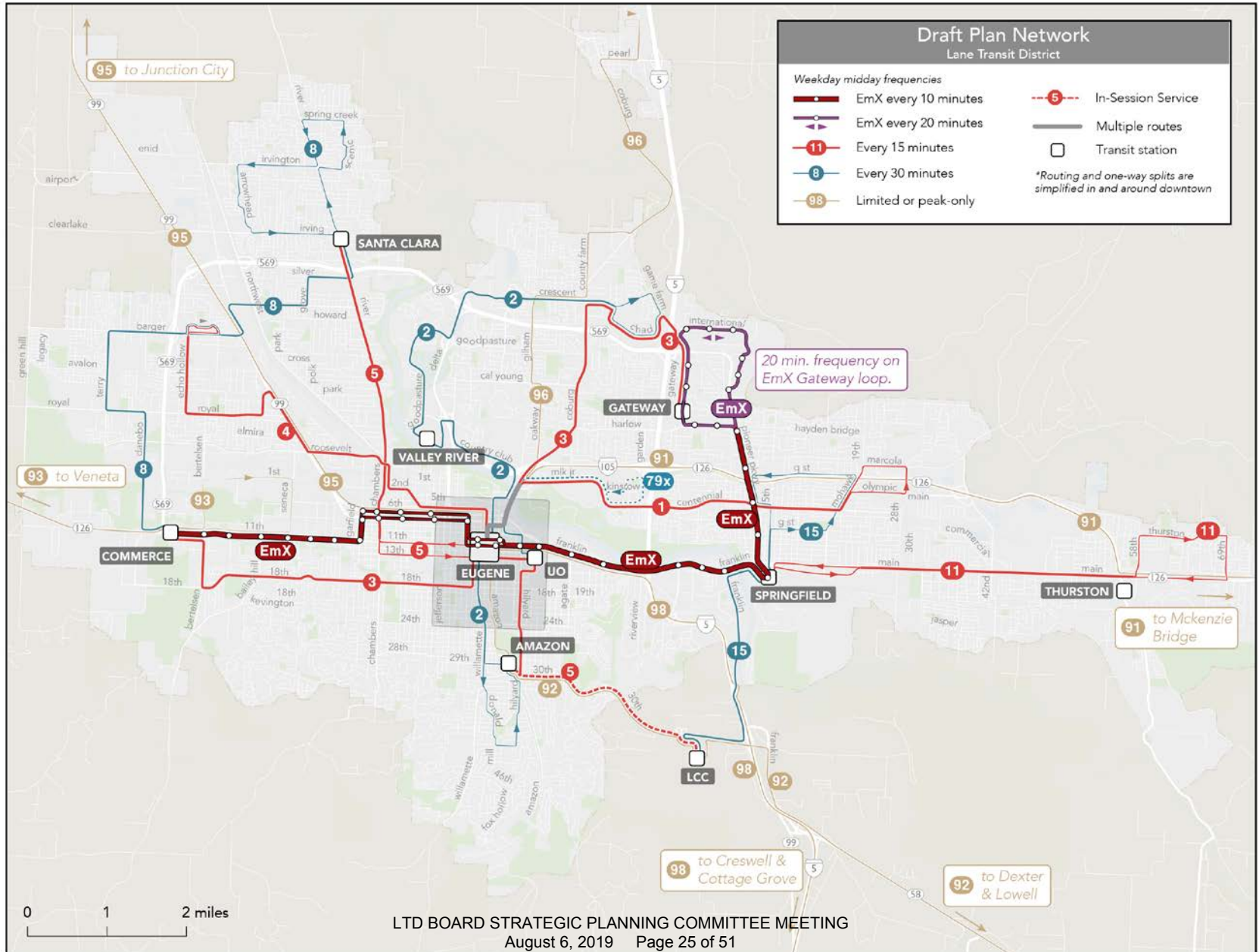
LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING
August 6, 2019 Page 23 of 51



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

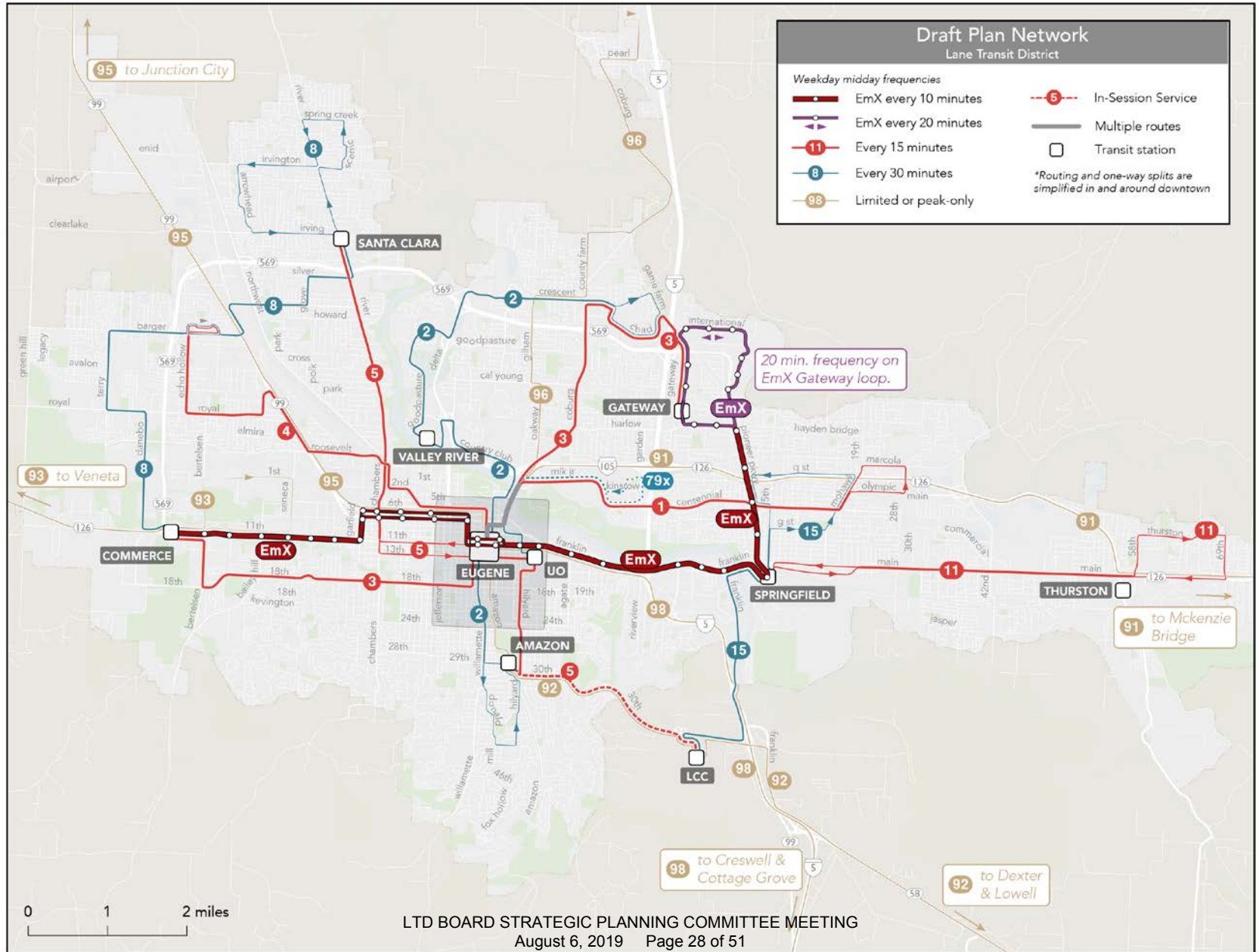


Simpler and More Frequent Service

- 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

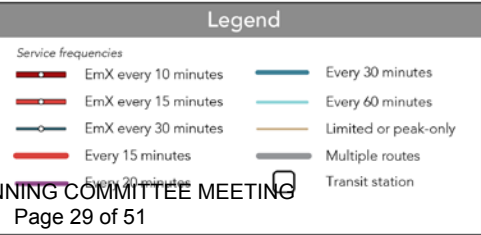
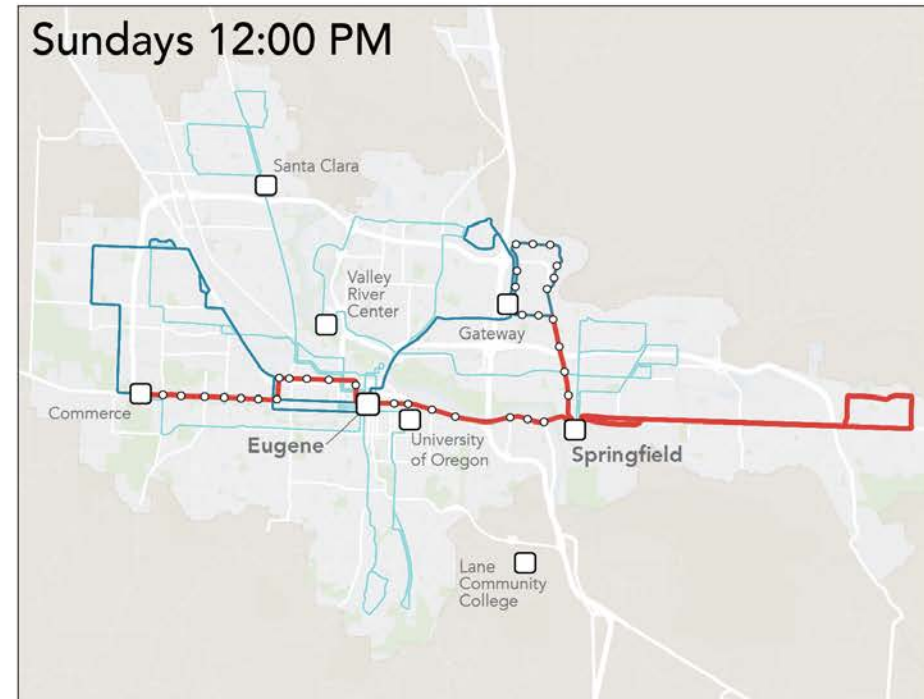
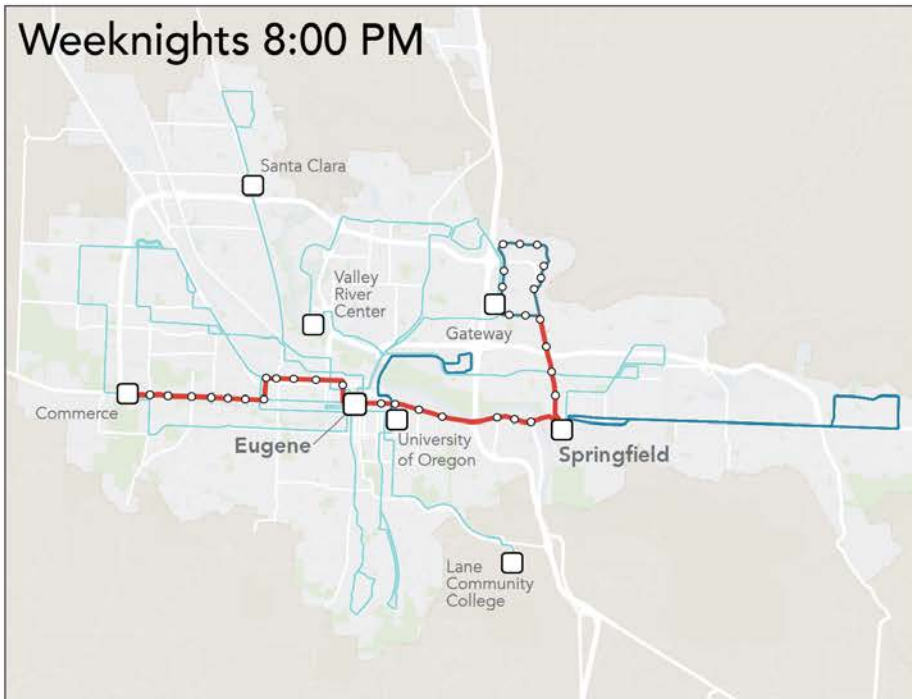


Proposed Network (83% Ridership, 17% Coverage)



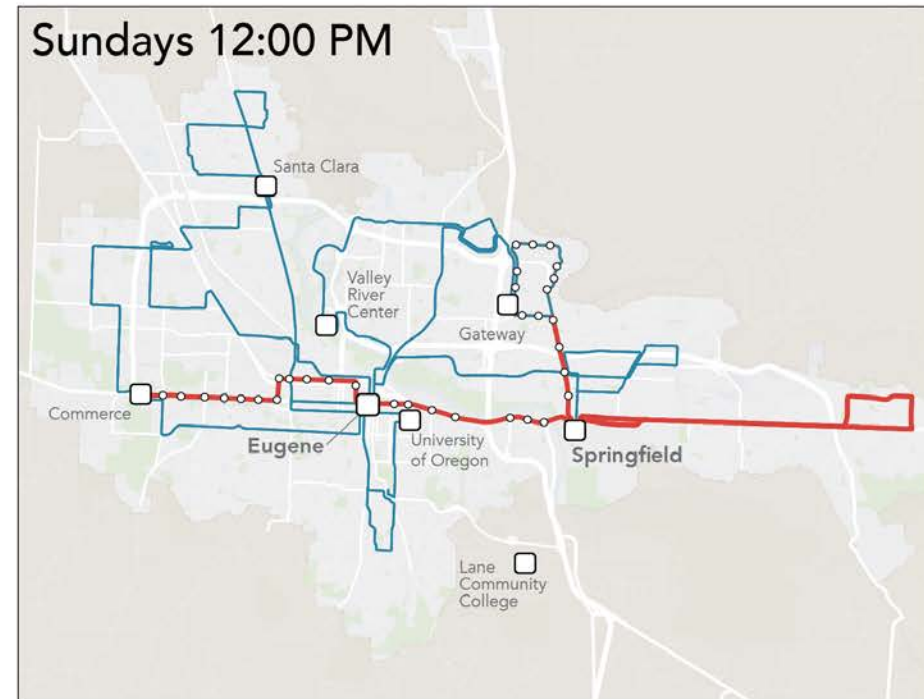
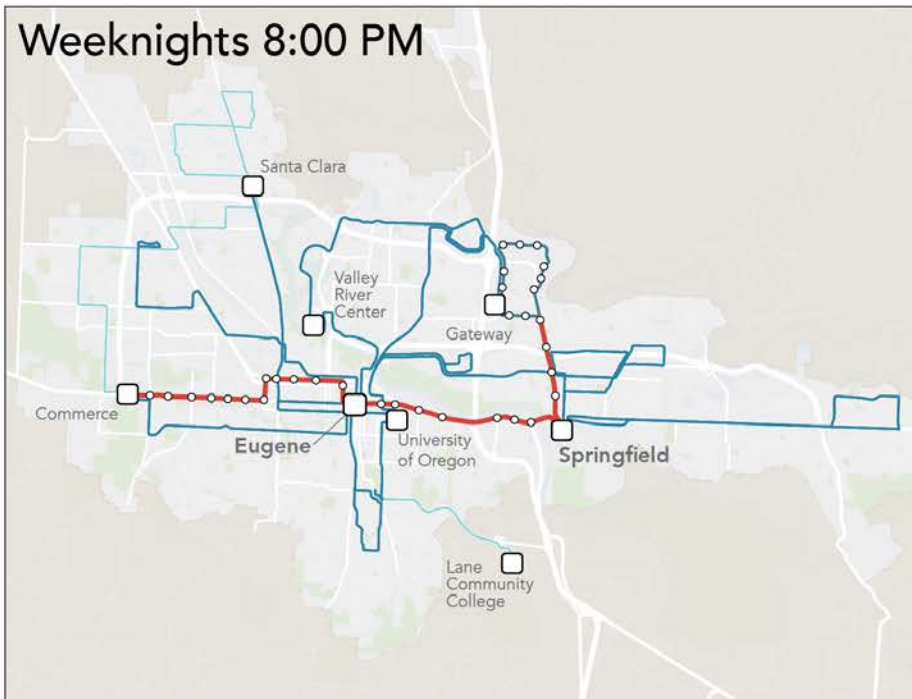
More Evening and Weekend Service

Existing Network



More Evening and Weekend Service

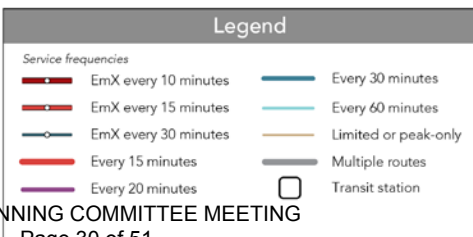
Proposed Network



Transit Tomorrow

Your Transit. Your Vision. Your Future.

LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING
August 6, 2019



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.

Faster Travel and More Access:

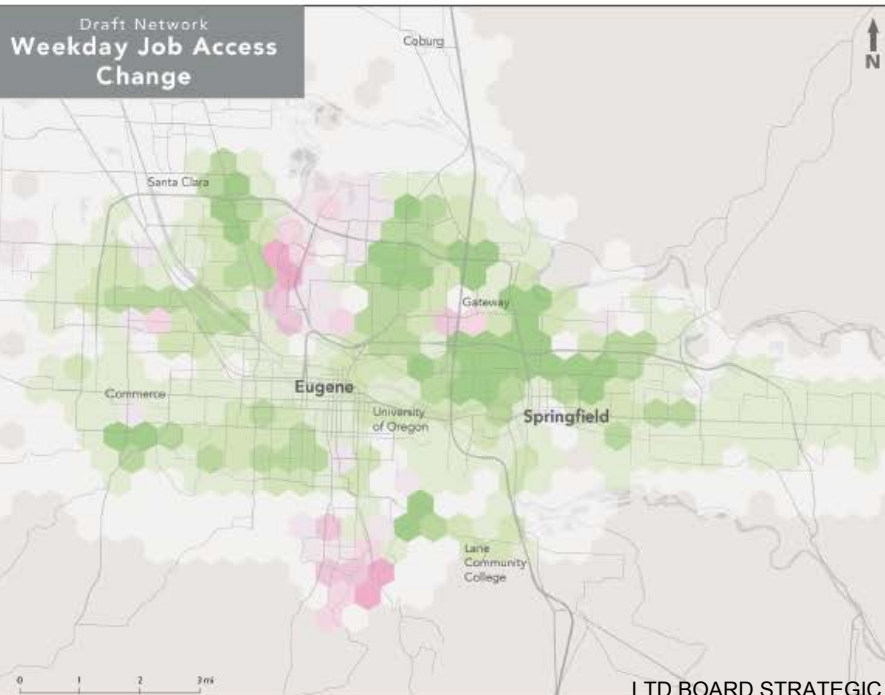
Job Access Change

How many jobs can be accessed in 45 minutes with this network compared with the existing network?

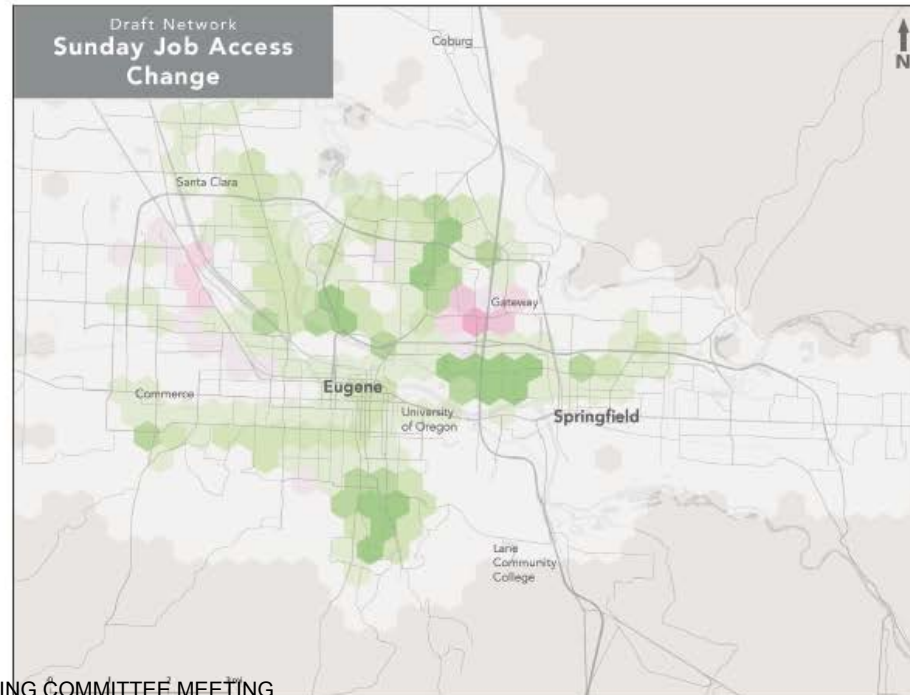


Sources: LEHD 2015

Draft Network Weekday Job Access Change



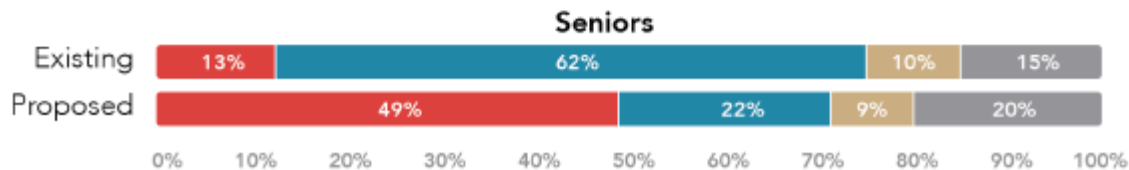
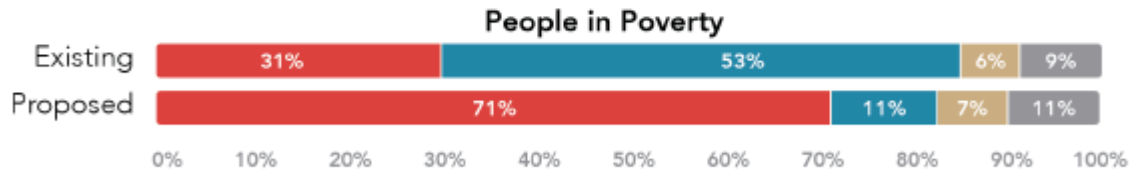
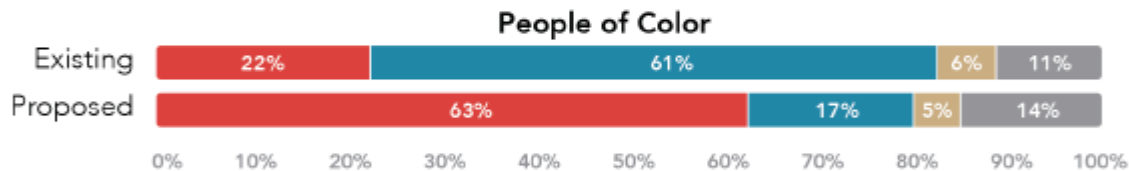
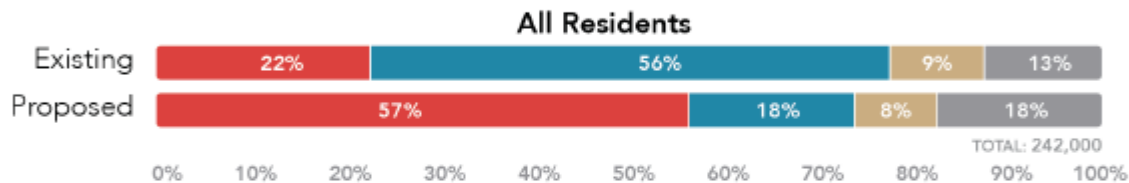
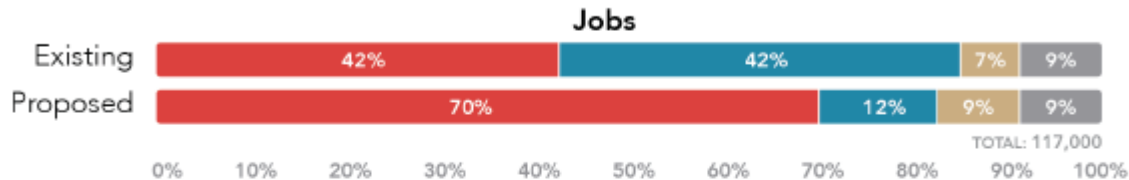
Draft Network Sunday Job Access Change



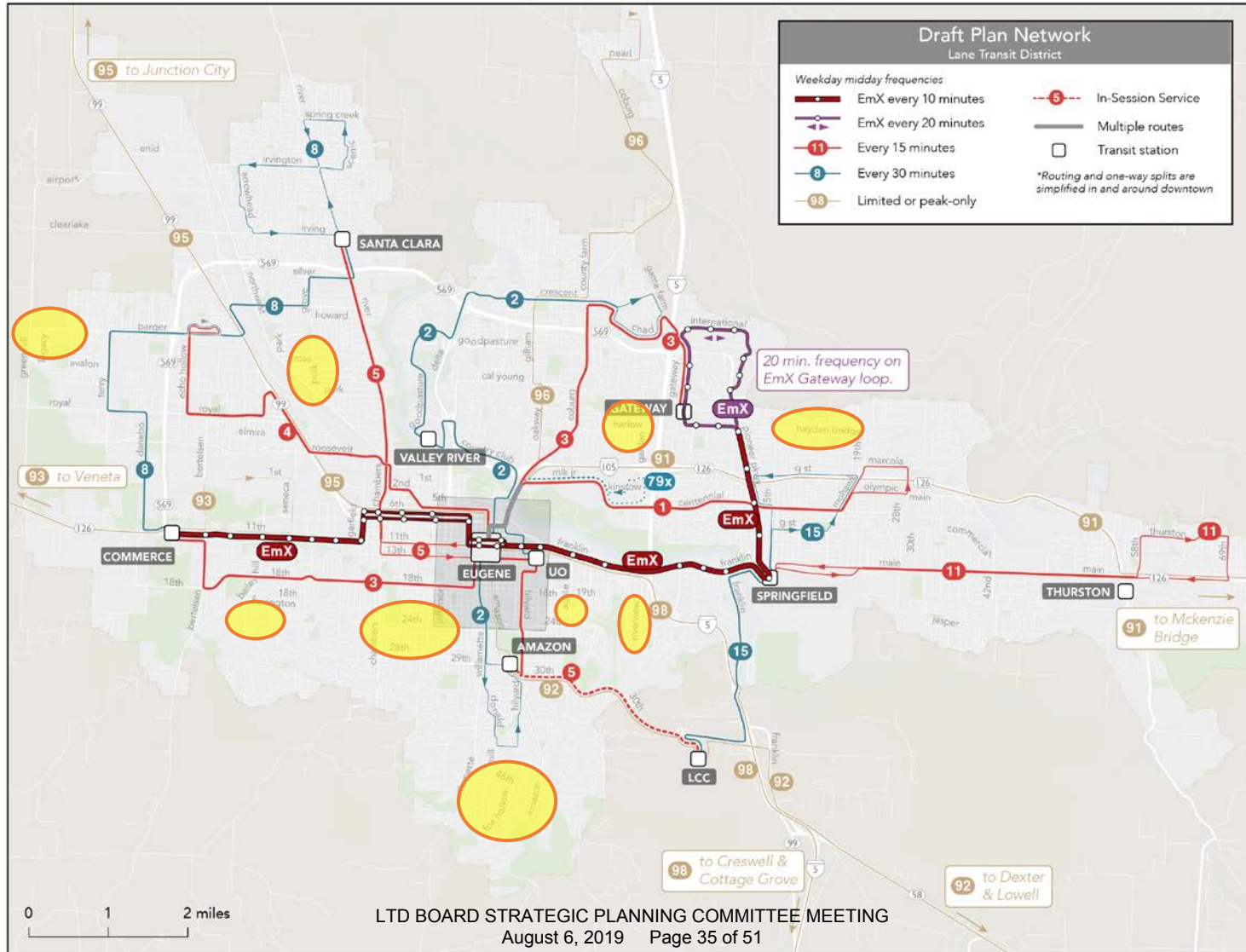
Benefits are broadly spread...

Proximity to Transit - Weekdays

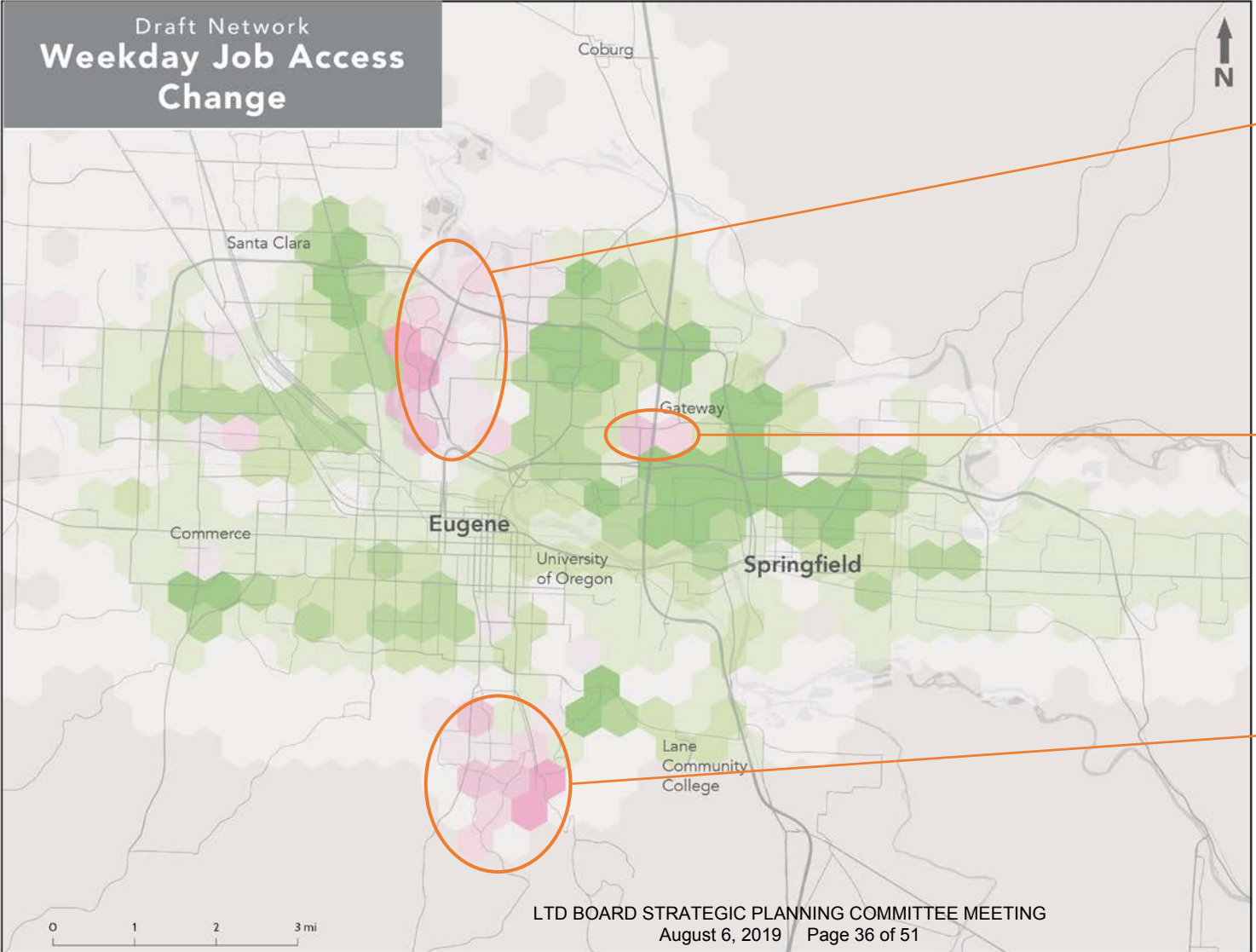
What percentage of the metro area is near a bus route?



...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.



Network Phasing



Your Transit. Your Vision. Your Future.

LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING
August 6, 2019 Page 37 of 51



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 ~\$300k 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.

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. We will release the report for public review of the proposal
- **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



Supplemental Material



Your Transit. Your Vision. Your Future.

LTD BOARD STRATEGIC PLANNING COMMITTEE MEETING
August 6, 2019 Page 42 of 51





Existing Stops Analysis of Proposed Network

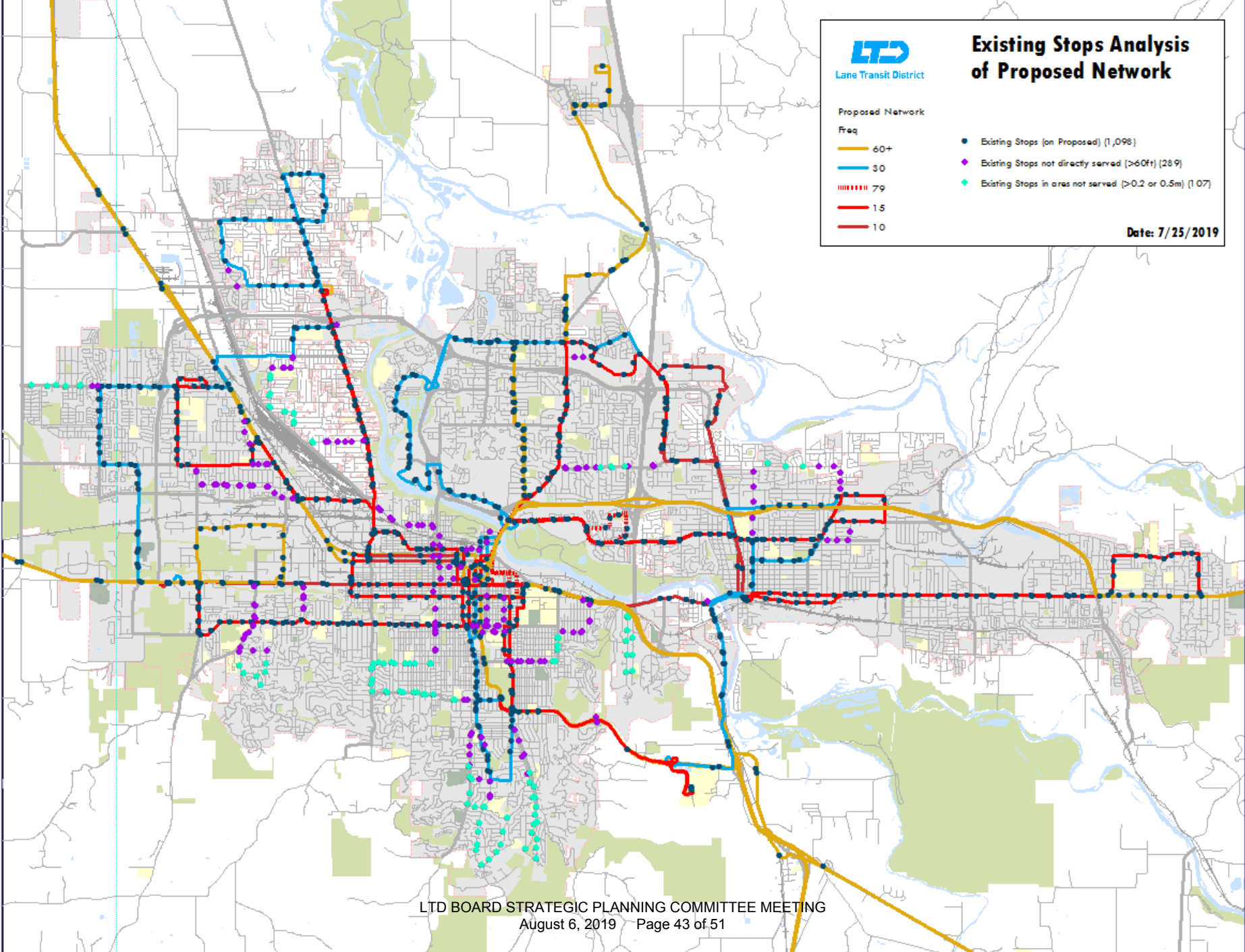
Proposed Network

Freq

- 60+
- 30
- 7-9
- 1-5
- 1-10

- Existing Stops (on Proposed) (1,098)
- Existing Stops not directly served (>60ft) (289)
- Existing Stops in areas not served (>0.2 or 0.5m) (1,07)

Date: 7/25/2019





AGENDA ITEM SUMMARY

DATE OF MEETING:	August 6, 2019
ITEM TITLE:	MAIN-MCVAY TRANSIT STUDY UPDATE
PRESENTER:	Jennifer Zankowski, Senior Development Planner
DIRECTOR:	Tom Schwetz, Director of Planning and Development
ACTION REQUESTED:	Information and Discussion

PURPOSE: Update on the Main-McVay Transit Study (MMTS) and report out on the guidance received from the Main Street Governance Team (GT) at its Tuesday, July 30, 2019, meeting regarding the mode options to analyze for Main Street.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information for a future decision.

HISTORY:

- Phase 1 of the MMTS was initiated in April 2014 and completed in December 2015 with the GT determining which mode options to advance to Phase 2 for further study and approving the Phase 2 process to select a locally preferred solution (LPS).
- Phase 1 used a community-based Stakeholder Advisory Committee (SAC) to develop a corridor vision for high capacity transit and evaluate mode and alignment options. This committee provided progress recommendations to the GT.
- Phase 1 included other community engagement activities, such as focus groups, an active website, open houses, E-news updates, door-to-door canvassing, media updates, public attendance and written comments accepted at all SAC meetings, updates to governing bodies and the Chamber, tabling at community events, and 12,000+ corridor mailings.
- In December 2015 the GT recommended advancing Enhanced Corridor Alternatives for both corridors and an EmX Alternative for the Main Street Corridor. The recommendation included key features to include in the definition of the options.
- Phase 2 of the MMTS began in January 2016 and completed a High Level Constraints Summary (April 2016) that defined the options advanced for further study including roadway cross sections, service space and frequency, station locations, queue jump locations, other capital and operational improvements, and alignments. Six criteria were used to evaluate the options (capital and operating costs, bus and auto travel times, right-of-way impacts, and safety for pedestrians, bicycles, and vehicles). Based on the assessment, the GT advanced both mode and alignment options for further study.
- In April and May 2016, the MMTS project team met with property and business owners along the Main Street Corridor and began the more detailed technical analysis.
- In April 2016, GT removed the EmX Alternative for the McVay Corridor.
- On May 25, 2016, based on community feedback, the GT modified options to avoid and minimize property impacts and directed the MMTS project team to conduct additional outreach and complete the technical analyses needed for a September 2016 selection of a LPS.
- On July 15, 2016, the MMTS project team held a workshop to finalize mode and alignment designs, resolve technical analyses issues, and prepare for work sessions with the City Council (July 18, 2016) and LTD Board of Directors (July 20, 2016) and the GT (July 25, 2016).

- Subsequent to the July 15, 2016, project team work session, all decision-maker meetings about the project were cancelled. The MMTS project team was directed to complete the technical analyses for fall 2016 LPS decisions.
- In August 2016, at the request of the City of Springfield, the MMTS project team was directed to stop work while the City initiated the Main Street Safety Project.
- In coordination with the Main Street Safety Project, the Main-McVay Transit Study engaged the community in providing additional input on the transit mode choice for Main Street through an online open house that was open for community input in November and December 2018.
- In summer 2018, LTD staff began monitoring the progress of the City's Main Street Safety Project through our role as a Technical Advisory Committee (TAC) member and in regular meetings with the City's project manager.
- In a March 14, 2019, memo, the MMTS project team recommended advancing the Enhanced Corridor mode option as the preliminary preferred mode for the Main Street and McVay Highway corridors and removing the EmX mode option from further consideration in MMTS, as a near term transit solution.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS:

- Based on GT, LTD Board, and community feedback, determine any necessary refinements to the preferred mode;
- MMTS project team obtain and use technical information and analyses from the Main Street Safety Project - combined with previously prepared MMTS technical and community information - to aid in the high level identification of a preferred transit alignment, key features, and design elements, as coordinated with the Safety Project's deliverables and schedule.

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: N/A



AGENDA ITEM SUMMARY

DATE OF MEETING: August 6, 2019

ITEM TITLE: MOVINGAHEAD UPDATE

PRESENTER: Andrew Martin, Development Planning Associate

DIRECTOR: Tom Schwetz, Director of Planning and Development

ACTION REQUESTED: None. Information Only

PURPOSE: To provide an update to SPC on the MovingAhead project.

HISTORY: MovingAhead is a joint project between the City of Eugene and Lane Transit District studying investments along Highway 99, River Road, Downtown Eugene to LCC via 30th Avenue, Coburg Road, and Martin Luther King, Jr. Boulevard. MovingAhead is focused on safety and access for people walking, biking, rolling in mobility devices, and riding transit.

At the June 4, 2019, SPC meeting, staff presented the outcomes from a public comment period in March and April 2019, as well as a set of refined investment packages. SPC made a recommendation to advance a range of four investment packages to LTD’s Board of Directors to take to a public hearing in the fall.

Subsequently, on July 15, 2019, LTD’s Board and Eugene City Council held a joint public hearing. Staff presented the results of the second outreach period, as well as recommendations from project committees, including SPC’s recommendation. Both LTD’s Board and Eugene City Council opted to advance the packages recommended by SPC and the MovingAhead Oversight Committee, but both also wanted to add a fifth package to the range that staff will take out for a public hearing. The packages that decision makers directed staff to bring to the public hearing are summarized below.

Investment Package	Corridor				
	Highway 99	River Road	30th Avenue to LCC	Coburg Road	MLK, Junior Boulevard
Enhanced Corridor Package	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package C	Enhanced Corridor	EmX	Enhanced Corridor	Enhanced Corridor	Enhanced Corridor
Package D	Enhanced Corridor	EmX	Enhanced Corridor	EmX	Enhanced Corridor
Package E	EmX	EmX	Enhanced Corridor	EmX	Enhanced Corridor
EmX Package	EmX	EmX	EmX	EmX	Enhanced Corridor

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: Staff are working on setting a date for the public hearing this fall. Following the public hearing, staff will engage the Oversight Committee and SPC with the goal of recommending a single package for adoption by LTD’s Board and Eugene City Council.

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: N/A



AGENDA ITEM SUMMARY

DATE OF MEETING: August 6, 2019

ITEM TITLE: MOBILITY ON DEMAND UPDATE

PRESENTER: Mark Johnson, Assistant General Manager and
Cosette Rees, Director of Specialized Services

ACTION REQUESTED: None. Information Only

PURPOSE: Provide an update on the Cottage Grove Connector Mobility on Demand (MOD) pilot that is mid-way through its pilot period; and to provide an update on the coming pilot of MOD in downtown Eugene.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information for a future decision.

HISTORY:

Cottage Grove – In January 2019, LTD launched a MOD service in Cottage Grove. The goals of this one-year pilot included:

- Gain experience with the MOD service model, bringing shared public transit to the people, rather than people being required to go to transit;
- Connect the community both to fixed-route service on Route 98 and create access within community; and
- Increase the diversity of people accessing public transit.

This service includes:

- Origin-to-Destination access within the Cottage Grove city limits;
- Access the service using a mobile application, phone dispatch to request a ride, or login through a computer;
- LTD is contracting with the City of Cottage Grove for the operations, who are in turn contracting with South Lane Wheels;
- Service launched included 12 ½ hours (7 a.m. – 7:30 p.m.) of service utilizing one cut-away vehicle; a second vehicle was available for a limited duration until we gained experience with the model;
- Rides are \$1/ride, and we honor all current LTD fare instruments.

Staff will provide an update on ridership, service, cost, and the results of the survey conducted in May. This is information at this point, leading up to a decision in the fall of whether the service continues past the pilot period, and if so, how it proceeds.

Downtown Eugene – In August 2019, LTD plans to launch a one-year pilot service in downtown Eugene. Service attributes include:

- Contract with RideZero to provide service using small all-electric vehicles to and from fixed points within downtown Eugene;
- Service will be free of charge;
- Customers will access service through the TransLoc mobile application;
- Service is a partnership of LTD, Lane County, City of Eugene, Lane Council of Governments, and private entities.

Staff will provide a presentation to explain this pilot in further detail.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: N/A

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: None. Information only.



Strategic Planning Committee Annual Working Agenda

Topic	Notes	Presenter	Agenda Time
August 6, 2019 (Materials Deadline - July 19)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
Transit Tomorrow		Tom Schwetz	60
<u>Items for Information/Discussion:</u>			
Main Street Transit Study Update		Tom Schwetz	5
MovingAhead Update		Andrew Martin	10
<u>Written Reports:</u>			
Eugene Mobility on Demand		Cosette Rees	
		TOTAL TIME	95
September 3, 2019 (Materials Deadline - August 16)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
Greenhouse Gas inventory (GHG)		Kelly Hoell	15
<u>Items for Information/Discussion:</u>			
West Eugene EmX: Economic Impacts	Fall 2019	Tom Schwetz	10
Fare Collection System Update		Cosette Rees	15
ODOT Update: Construction/Mobility	Outside Presenters	Frannie Brindle/Guest	15
eScooters with MOD Discussion		Aurora Jackson	15
<u>Written Reports:</u>			
Fare Policy Update		Cosette Rees	
		TOTAL TIME	90
October 1, 2019 (Materials Deadline - September 13)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
<u>Items for Information/Discussion:</u>			
SPC Goal Setting Discussion			
LTD's Strategic Business Plan Discussion			
<u>Written Reports:</u>			



Strategic Planning Committee Annual Working Agenda

Topic	Notes	Presenter	Agenda Time
		TOTAL TIME	20
November 5, 2019 (Materials Deadline - October 18)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
<u>Items for Information/Discussion:</u>			
Fare Collection System Update		Cosette Rees	
<u>Written Reports:</u>			
		TOTAL TIME	20
December 13, 2019 (Materials Deadline - November 15)			Time (minutes)
Introductory Items			15
<u>Items for Action:</u>			
Approval of Minutes			5
<u>Items for Board Recommendation</u>			
<u>Items for Information/Discussion:</u>			
Annual Board Safety Resolution Update	december	Aurora Jackson	
<u>Written Reports:</u>			
		TOTAL TIME	20



Lane Transit District
Quarterly Battery Electric Bus Fleet Performance Report for the Board of Directors
Reporting Period: 2/3/19 – 5/31/19

Project overview

LTD has ordered five battery electric buses (BEBs) from Build Your Dreams Auto (BYD). Each bus has 324 kWh of battery capacity, is specified at a range of 130 miles. Trips have averaged 93 miles, utilizing 46% State of Charge (SOC), taking about 2.5 to 3 hours to recharge with depot-style chargers at the Glenwood Facility.

Revenue Service Deployment

Buses 16102 and 16105 are currently in revenue service. There have been no major issues with the buses in service besides a ramp malfunction in May 2019 on Bus 16105.

Bus Testing

LTD has conducted extensive testing on the three buses that have been delivered to confirm that the buses conform to the technical specifications and performance criteria. LTD will not pay for any buses until all 5 buses have been delivered and found to be in good working order.

Coordination with BYD

LTD is awaiting results from BYD of battery capacity tests to document the state of health (SOH) of the high-voltage batteries upon delivery on each bus, as well as clarifications on the bus and battery warranty terms. No buses will be fully accepted until LTD is satisfied with the provided information.

Next Steps

By the end of the Fall 2019, LTD hopes to have all five BYD buses in revenue service. LTD will also utilize a State of Washington procurement to purchase 6 additional BEBs utilizing 2016 FTA grant funds.

Table 1. Current Equipment Status (as of 6/28/19)

Equipment	Delivered to LTD?	In revenue service?	Status (as of 6/28/19)
Bus 16101	✓	✗	Delivered 4/8/19. Decision of non-acceptance submitted to BYD 6/7/19. BYD has until 7/22/19 to make repairs requested.
Bus 16102	✓	✓	Conditionally accepted, in revenue service since 5/26/19.
Bus 16103	✗	✗	Parts on back order until late July 2019.
Bus 16104	✗	✗	Undergoing final inspections at BYD's facility.
Bus 16105	✓	✓	Conditionally accepted; in revenue service since 2/3/19.
6 80kW Chargers	✓	✓	On-site and in use.

Summary of BEB Fleet Performance (Currently only Buses 16102 and 16105 in service)

State of Charge
Current: Underutilization but should charge on time.

Table 2. BEB Fleet Performance Summary (2/3/19-5/31/19)

Metric	Value
Total in service vehicle mileage	5,500 miles
Avg energy consumption in revenue service	1.64 kWh/mi
Total diesel consumed for auxiliary heater	89 gallons
Total days in service	79 days
Avg trip duration	8 hours
Avg trip distance	93 miles
Avg % SOC remaining after trip completion	54%
Avg time to recharge	2.5 to 3 hours
Overall availability	97%

Table 2 notes: "Availability" is defined as days that the bus had no mechanical defects and was available to be put in service.

Figure 1: Monthly Vehicle Miles in Revenue Service and Average kWh/mi (2/3/19 - 5/31/19)

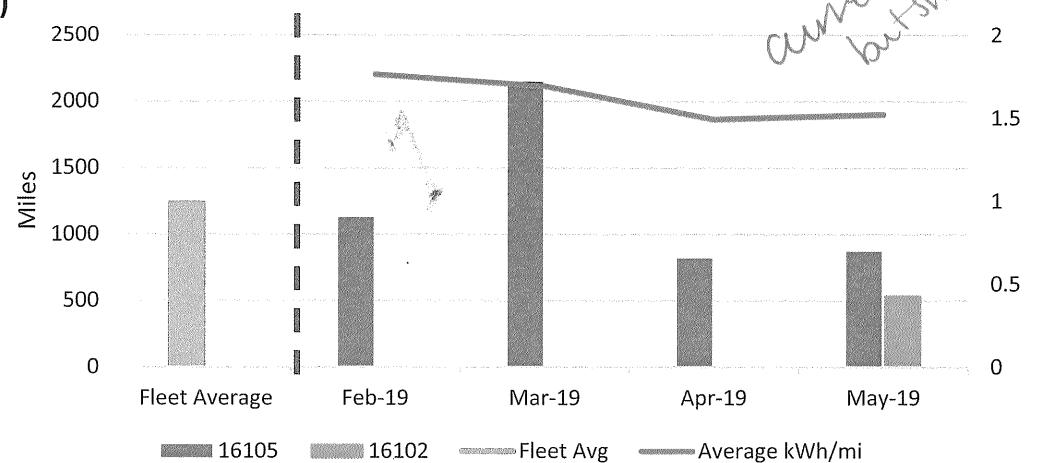


Figure 1 notes: Mileage includes miles driven only when in service and includes deadhead mileage. Lower mileage in April and May due primarily to driver training that prevented the bus from entering service. Average kWh/mi indicates how efficiently the bus is running. "Typical" bus efficiency is about 2 kWh/mi.

Figure 2: Estimated Range vs. Temperature (F) (2/3/19 - 5/31/19)

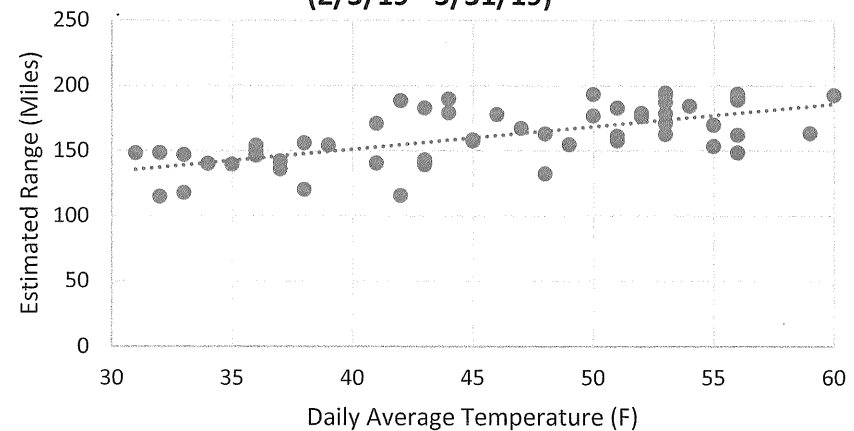


Figure 2 notes: The first 80% of the battery capacity is "usable" for service. Estimated range for the first 80% battery capacity has exceeded the 130 mile specification to date. BEBs use less energy in mild temperatures, due to lower HVAC load.

Comparing BEB Performance to Hybrid Bus Performance 2/3/19 – 5/31/19

Table 3. Performance comparison of BEB and Hybrid fleets

	BEB Fleet (16100 series)	Hybrid Fleet (16200 Series)
Average daily mileage per bus	41 miles (93 miles when in service) <i>not dump in service</i>	116 miles <i>vs.</i>
Actual average fuel costs per mile driven to date	\$0.52/mi <i>.00¢</i>	\$0.46/mi
Projected average fuel costs per mile based on 40,000 miles driven annually	\$0.32/mi <i>.14¢</i>	\$0.46/mi
Average Fuel Economy	22.9 miles per diesel gallon equivalent (mpDGE)	5.70 mpg

Figure 3: BEB vs. Hybrid Daily Average Miles

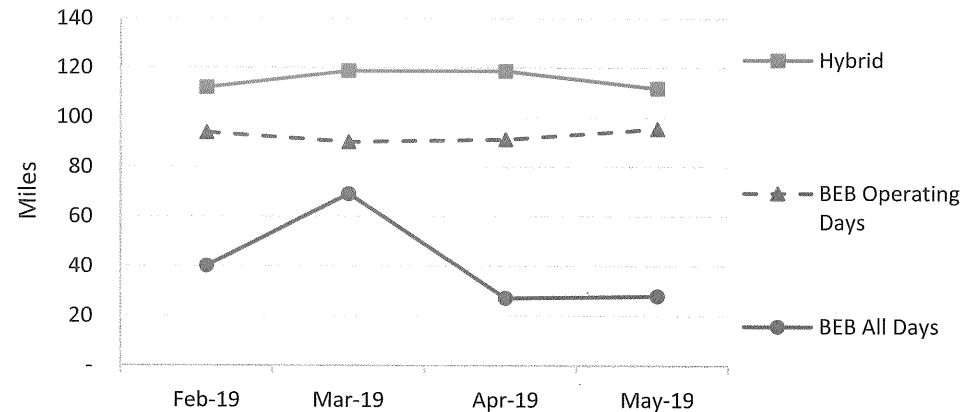


Figure 3 notes: Hybrid = total monthly miles averaged over the total number of days per month and buses in the fleet. BEB Operating Days = total monthly BEB miles averaged over the days the bus was in service. BEB All Days = total monthly miles for BEB fleet averaged over the total number of days in the month, regardless of whether the bus was put into service.

Figure 4: Fuel Costs (\$/mile)

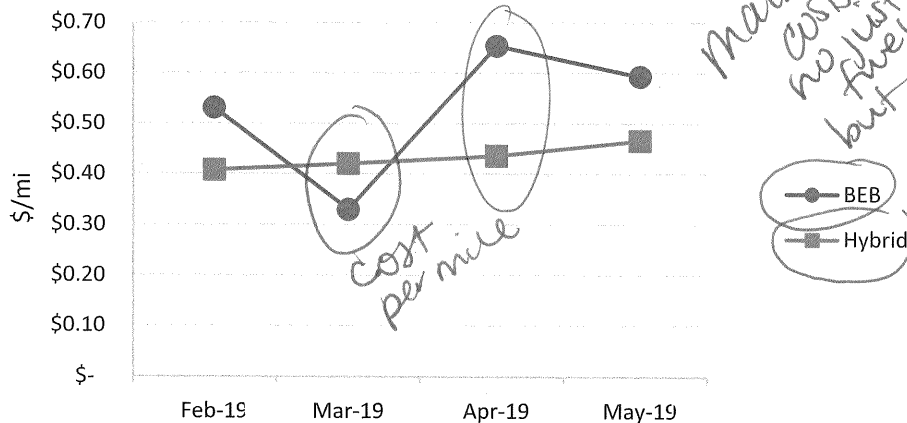


Figure 4 notes: BEB fuel costs include energy cost estimates as well as the diesel for the auxiliary heater. Due to fixed costs associated with electricity demand charges, the more the BEBs are used, the lower the \$/mile.

Figure 5: Annual Greenhouse Gas Emissions by Bus Type (Projected based on 40,000 annual miles)

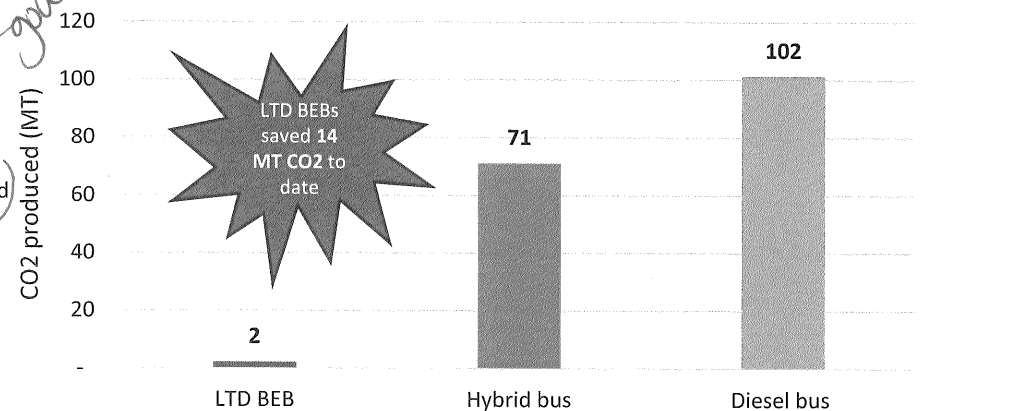


Figure 5 notes: Emissions for LTD BEB use the emissions factor for the Springfield Utility Board as reported to the Oregon Clean Fuels Program and includes diesel consumed in the auxiliary heater.

Maintenance costs? no just fuel but good w/ maintenance

Transit *Tomorrow*

Your Transit. Your Vision. Your Future.



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?



Your Transit. Your Vision. Your Future.



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



Your Transit. Your Vision. Your Future.



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 Board approval to turn this into a Final Plan. We will release the Draft Plan for public review
- **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

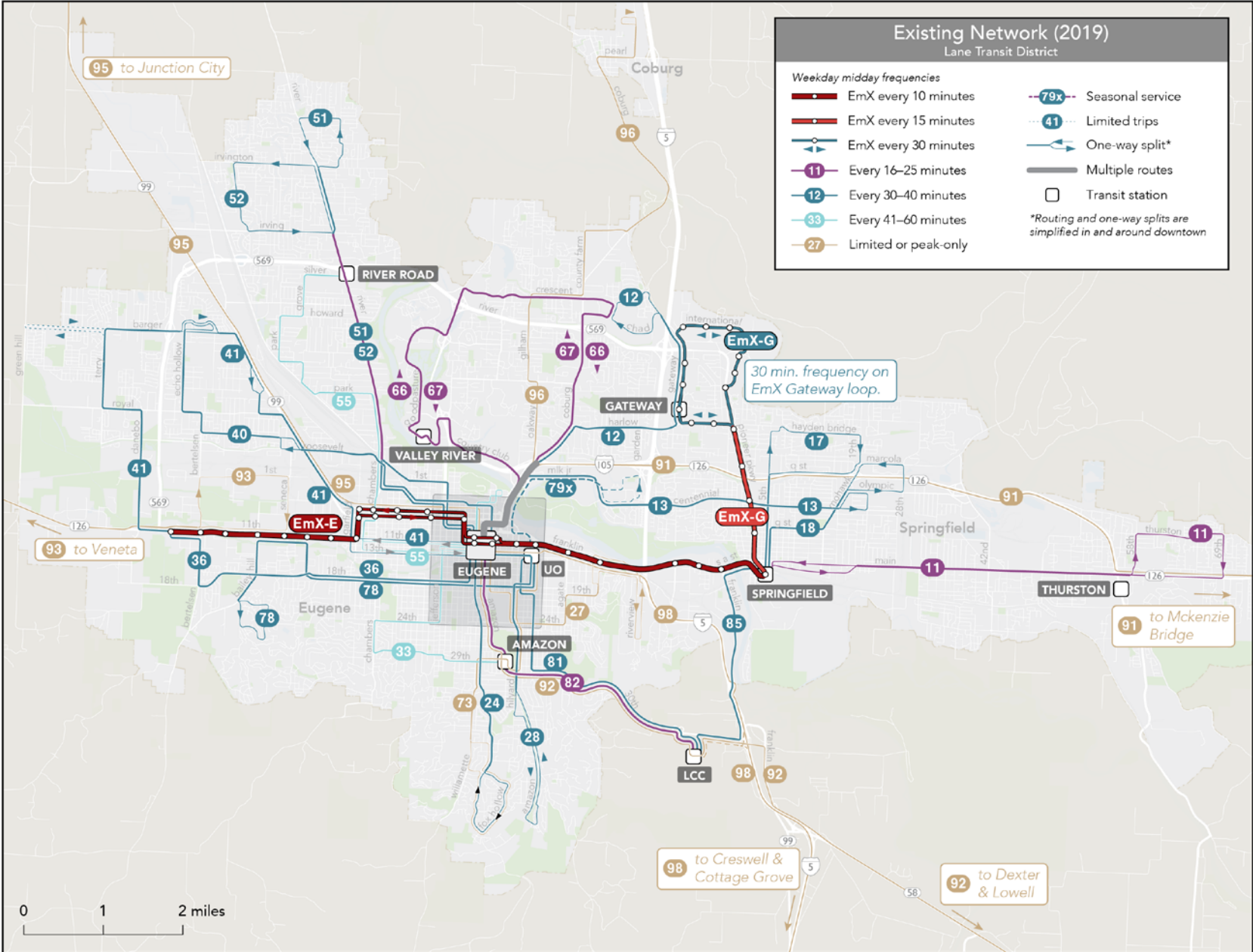


Your Transit. Your Vision. Your Future.

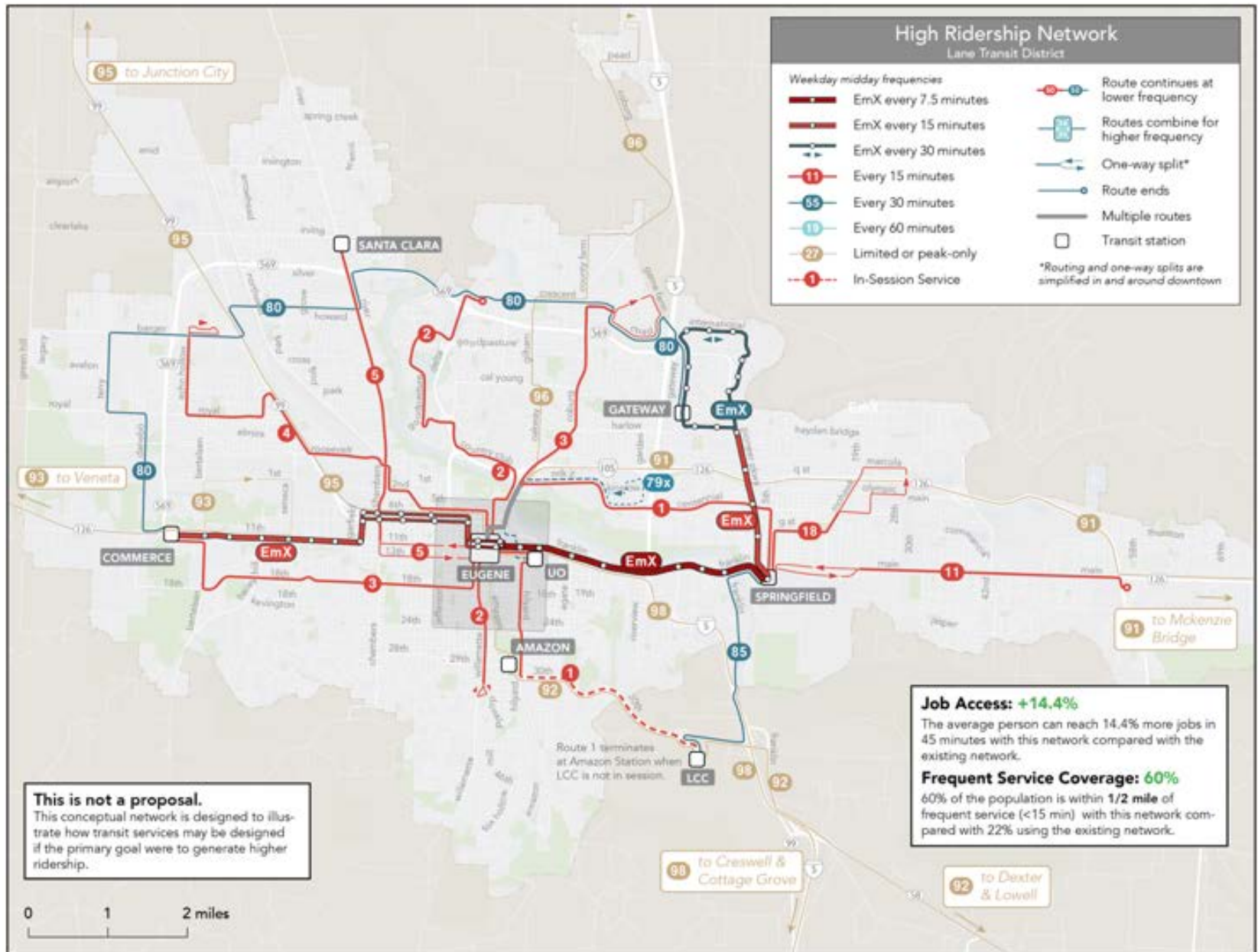


Trade-offs Discussion

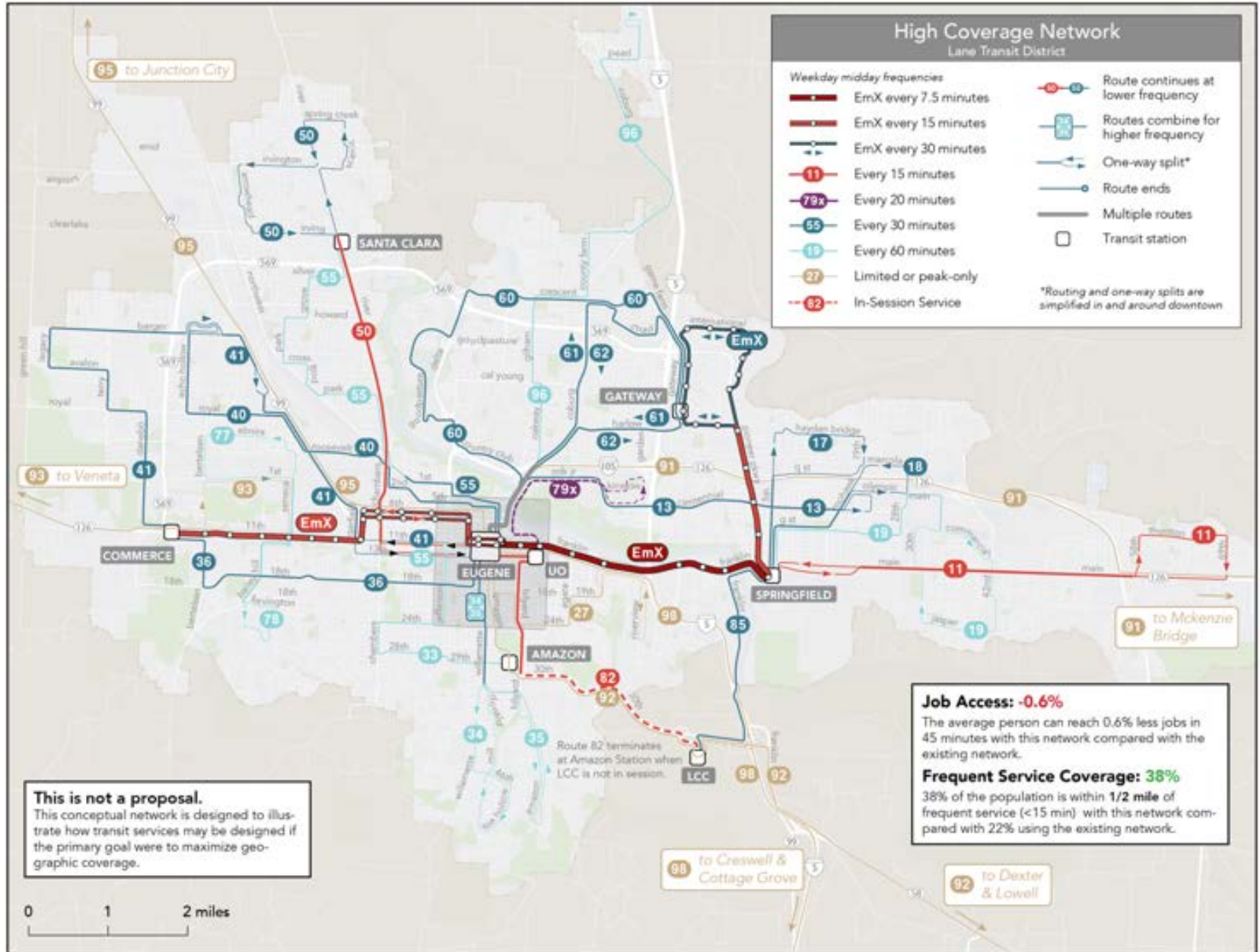
Existing Network



Ridership vs. Coverage



Ridership vs. Coverage



More Service vs. Lower Fares

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



Your Transit. Your Vision. Your Future.



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

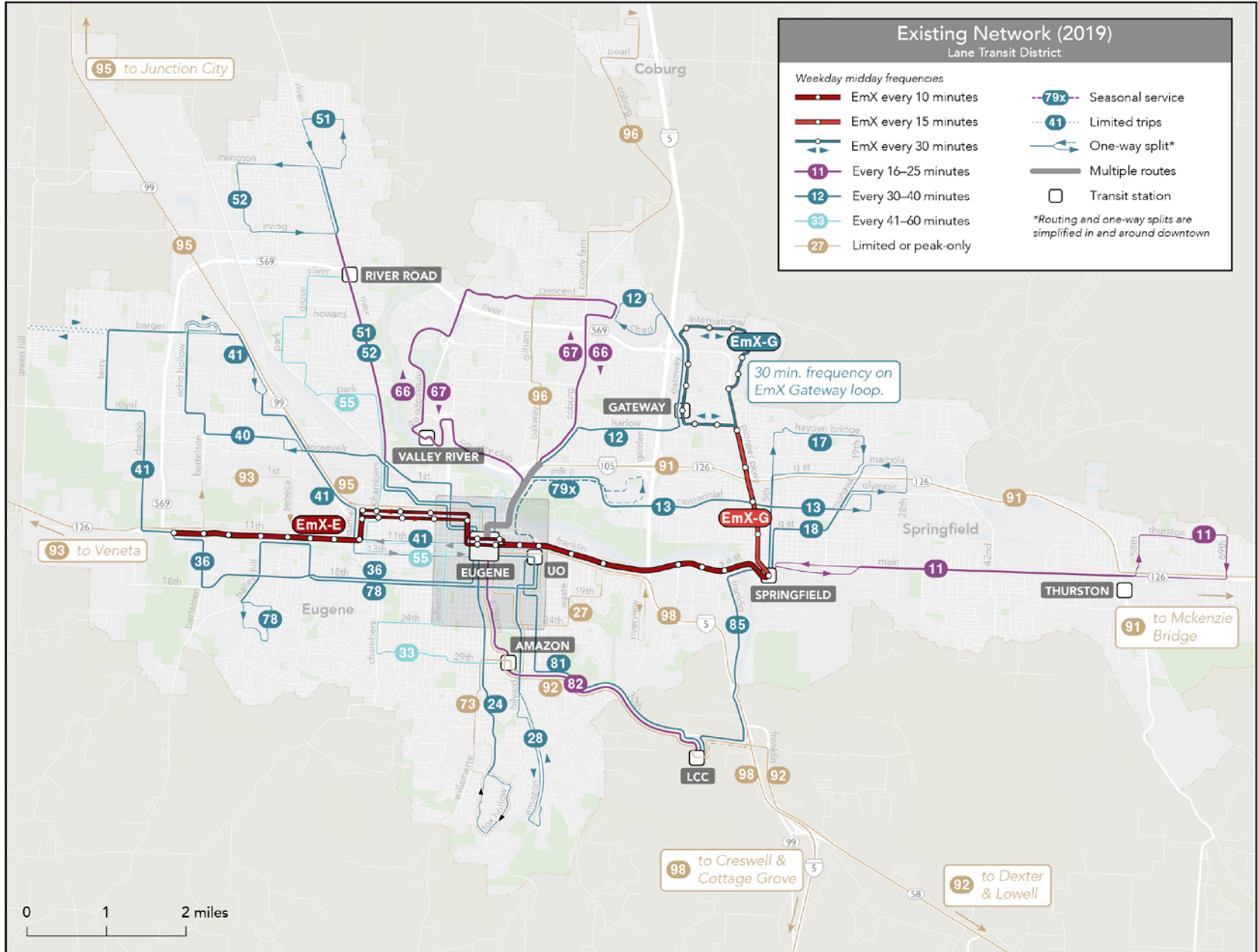


Your Transit. Your Vision. Your Future.

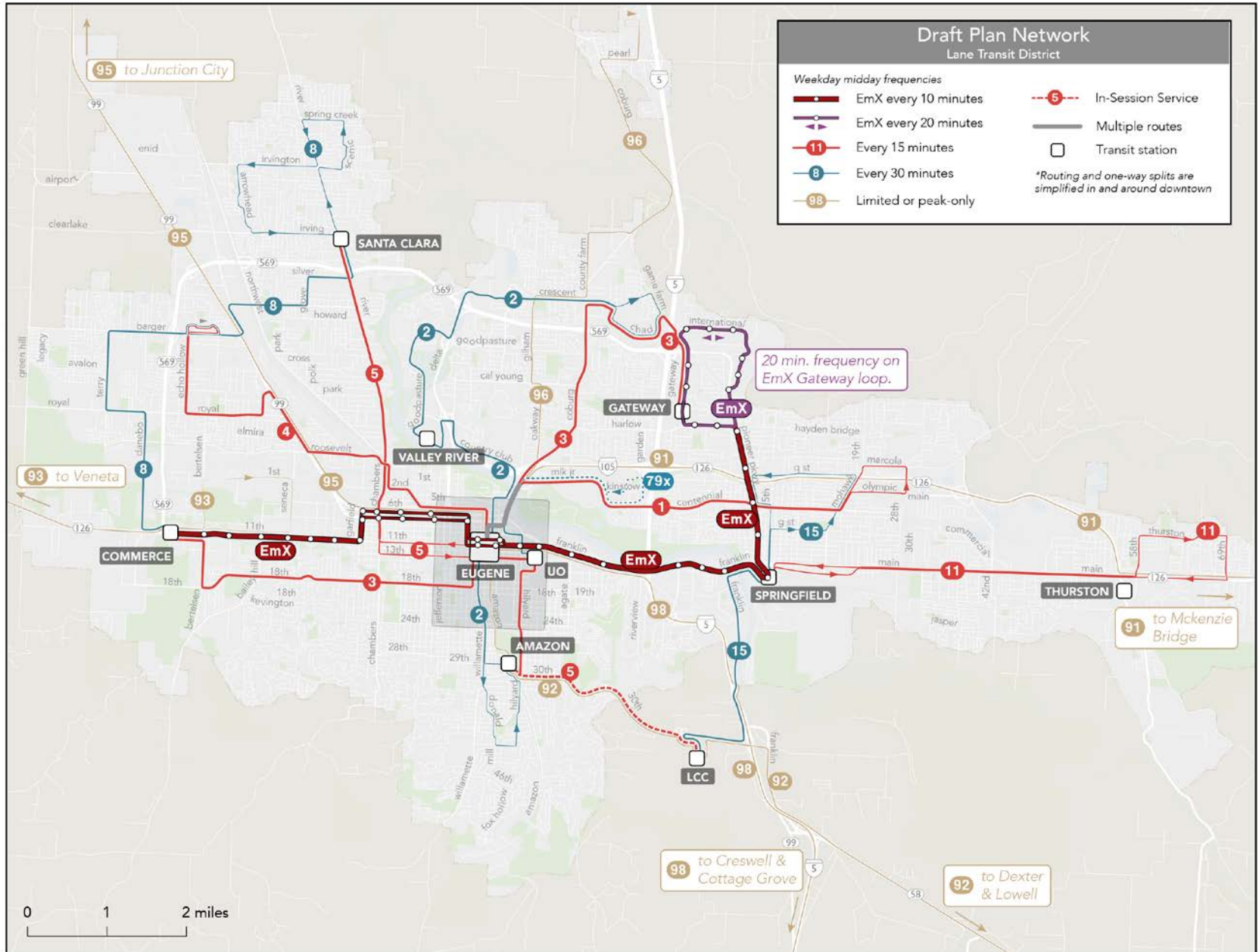


Draft Network Plan

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

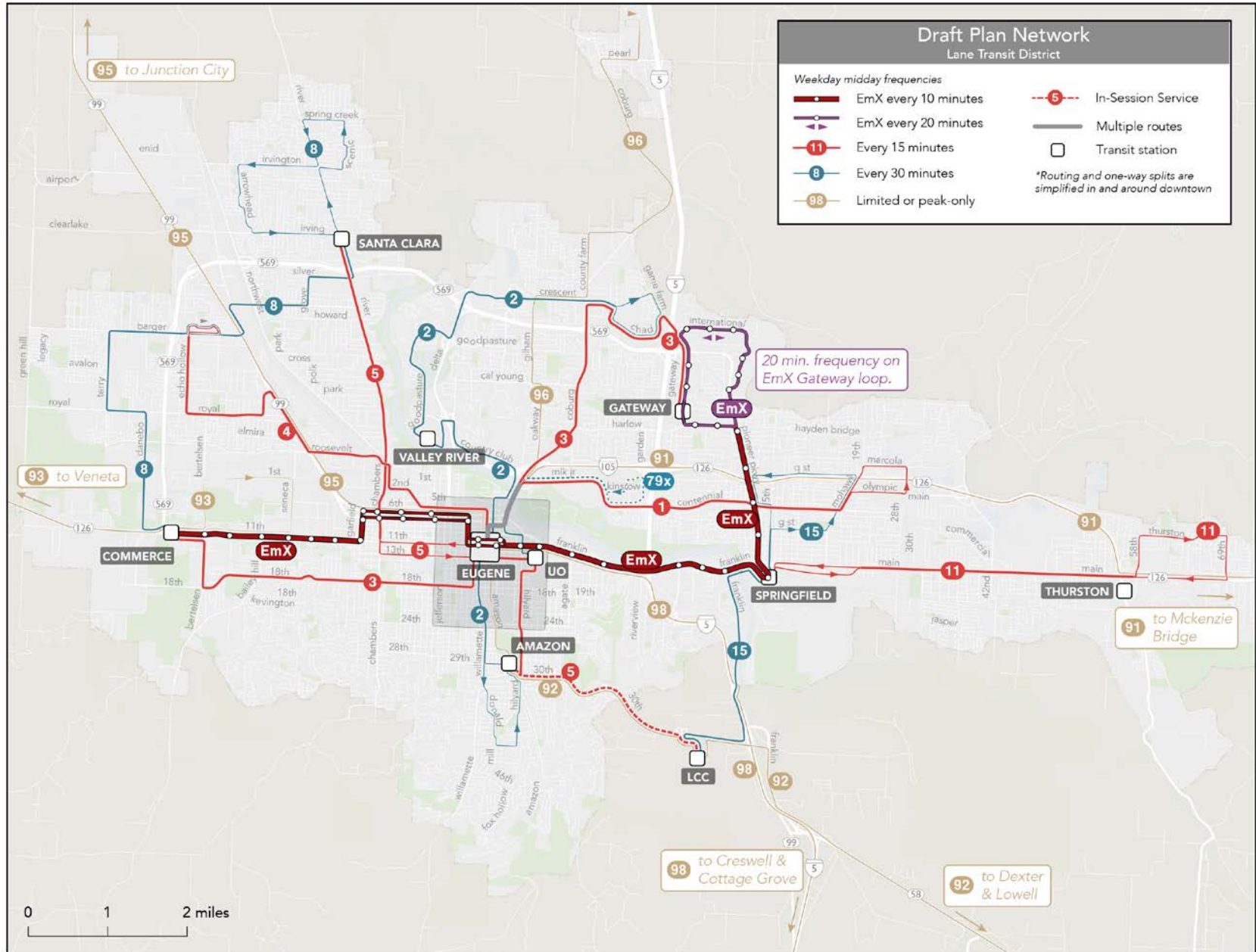
- From 26 routes to 10 routes
- Seven of 10 proposed routes would operate every 15 minutes or better
- Several routes would operate through Eugene or Springfield station, reducing the need for transfers



Your Transit. Your Vision. Your Future.



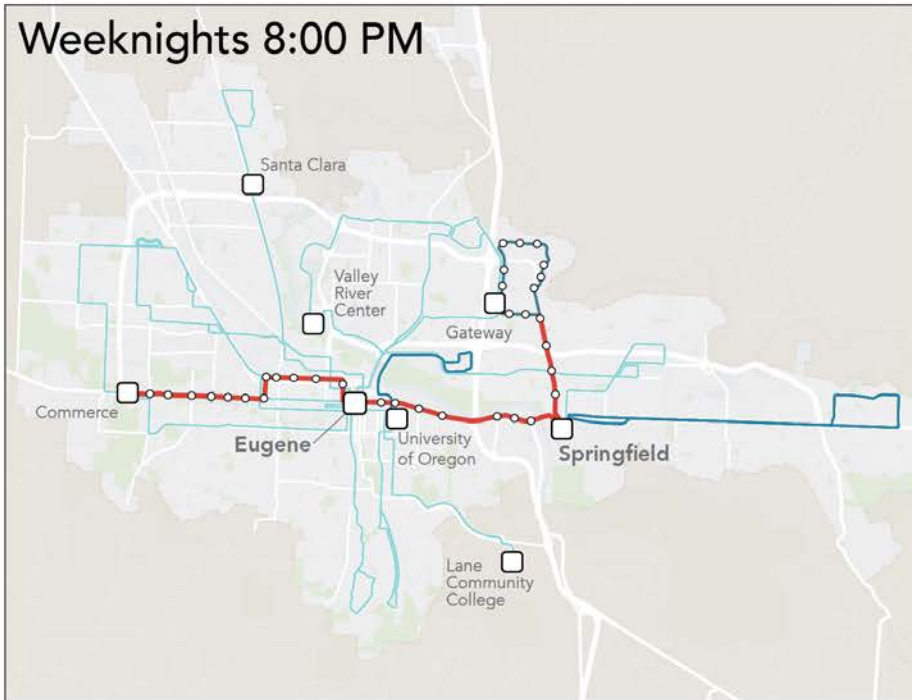
Proposed Network (83% Ridership, 17% Coverage)



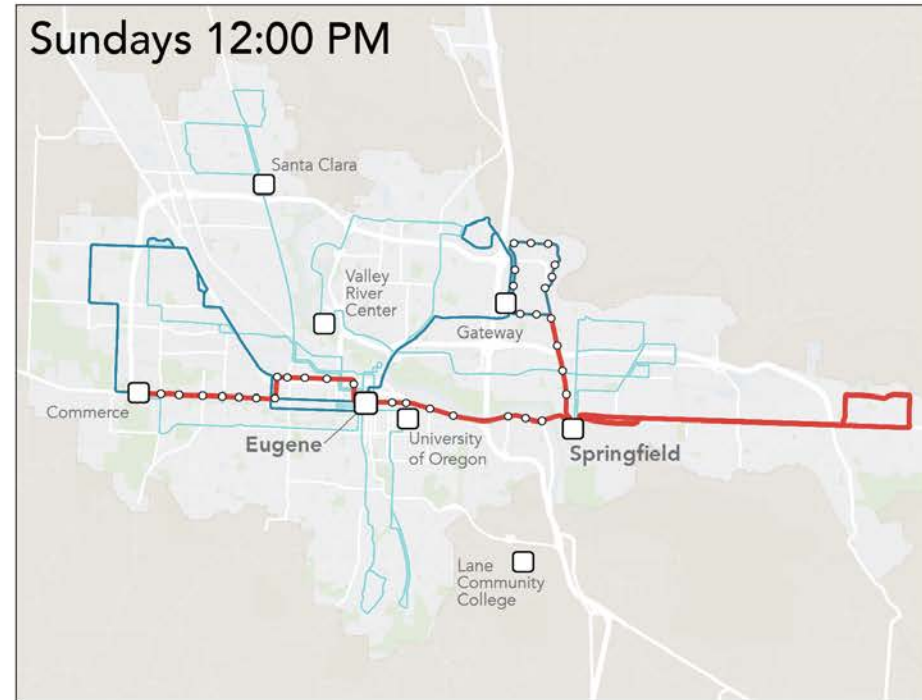
More Evening and Weekend Service

Existing Network

Weeknights 8:00 PM



Sundays 12:00 PM



Legend

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

Transit *Tomorrow*

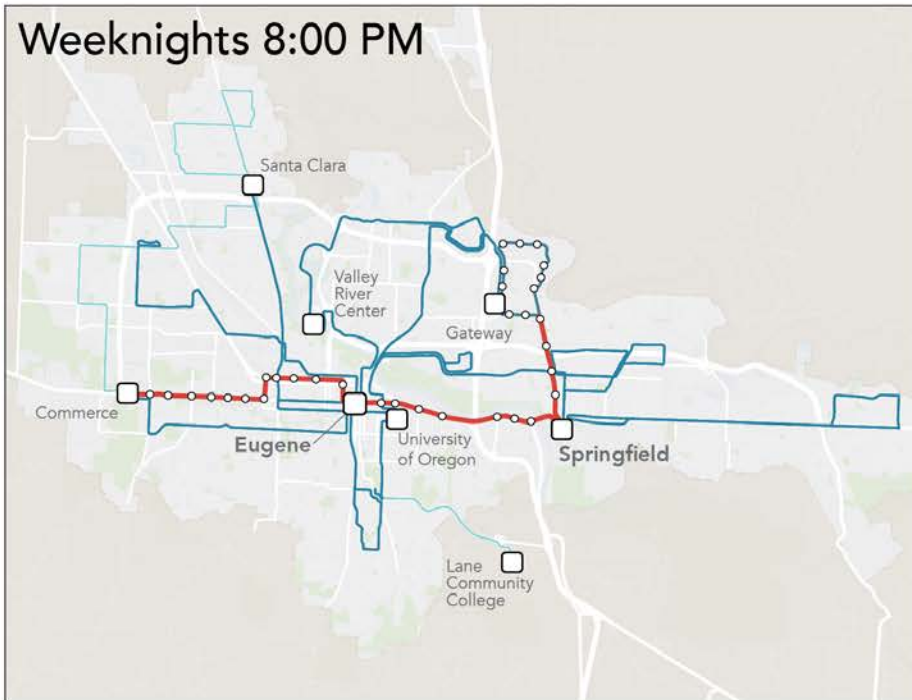
Your Transit. Your Vision. Your Future.



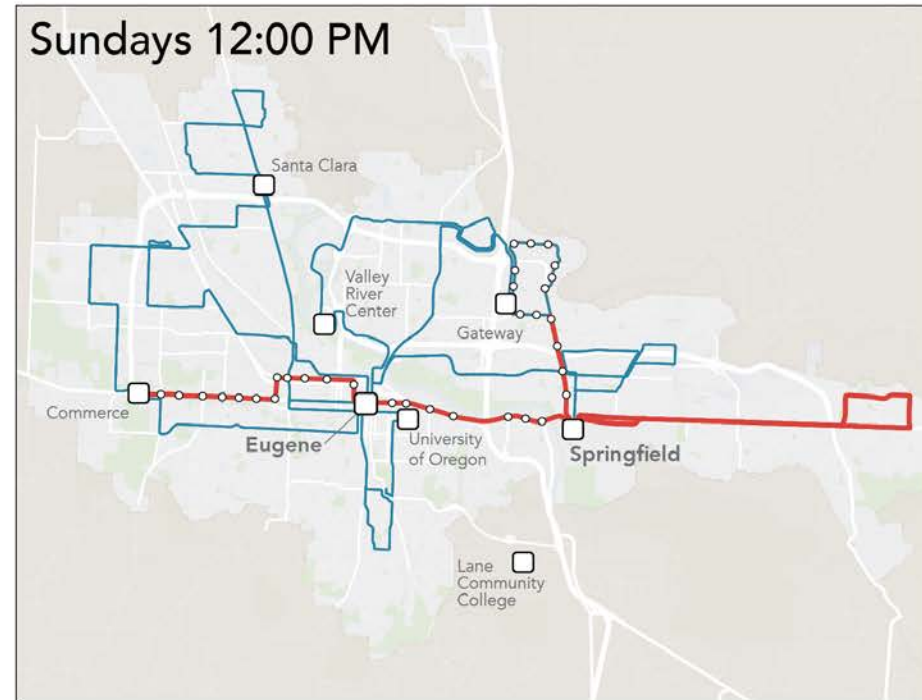
More Evening and Weekend Service

Proposed Network

Weeknights 8:00 PM



Sundays 12:00 PM



Legend

Service frequencies			
	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

Transit Tomorrow

Your Transit. Your Vision. Your Future.



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



Your Transit. Your Vision. Your Future.



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.



Your Transit. Your Vision. Your Future.



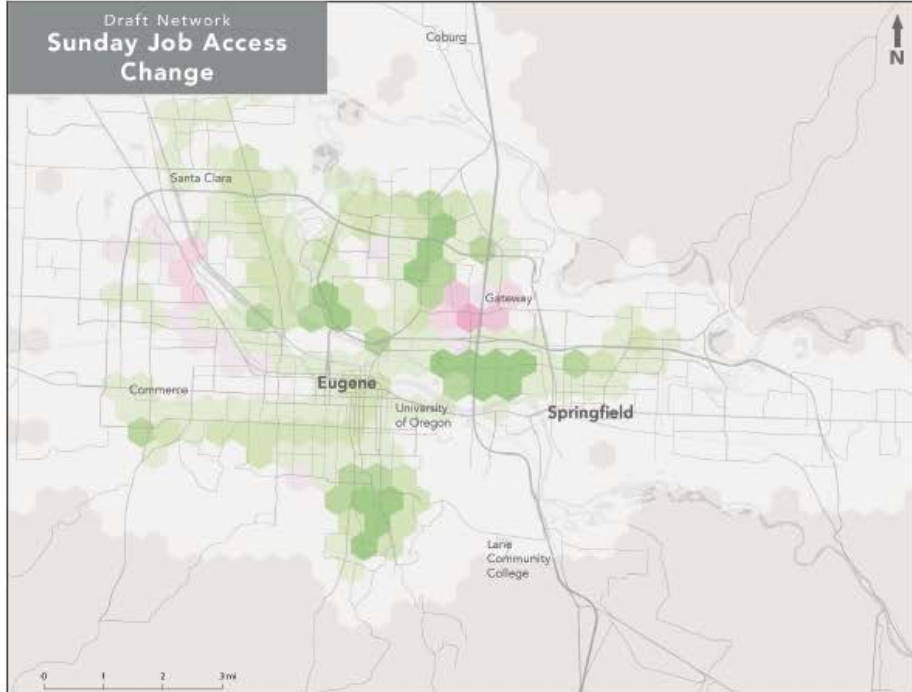
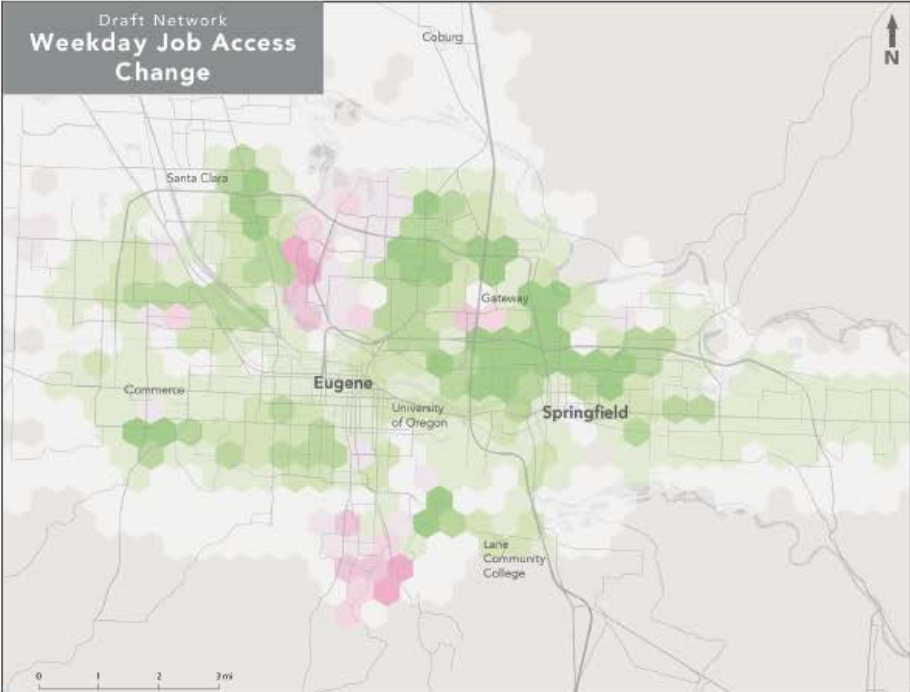
Faster Travel and More Access:

Job Access Change

How many jobs can be accessed in 45 minutes with this network compared with the existing network?



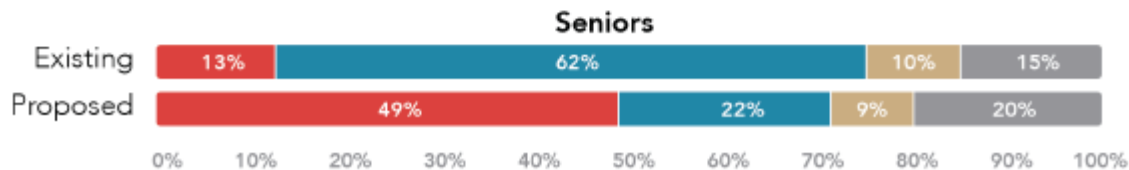
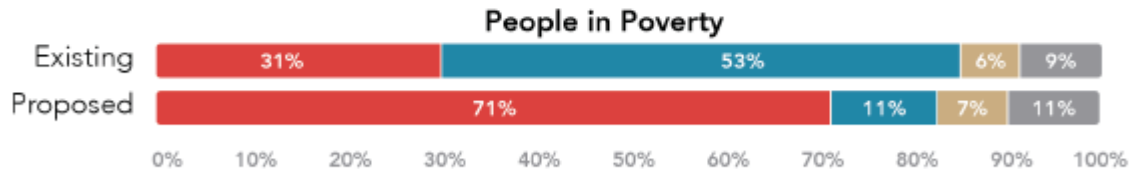
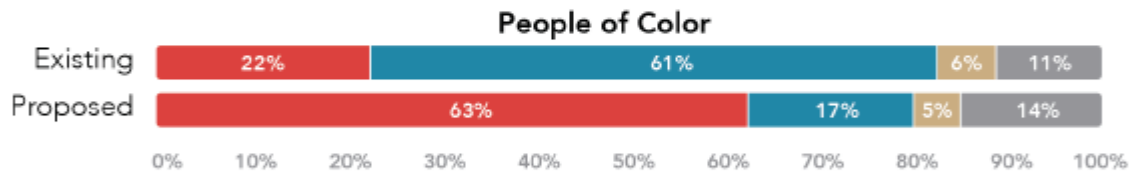
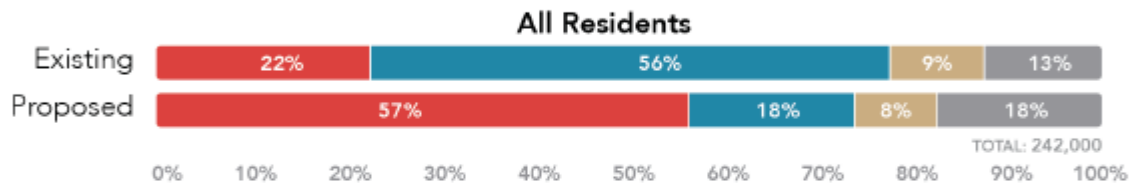
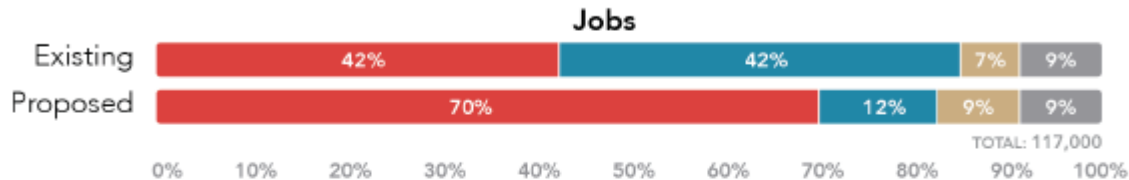
Sources: LEHD 2015



Benefits are broadly spread...

Proximity to Transit - Weekdays

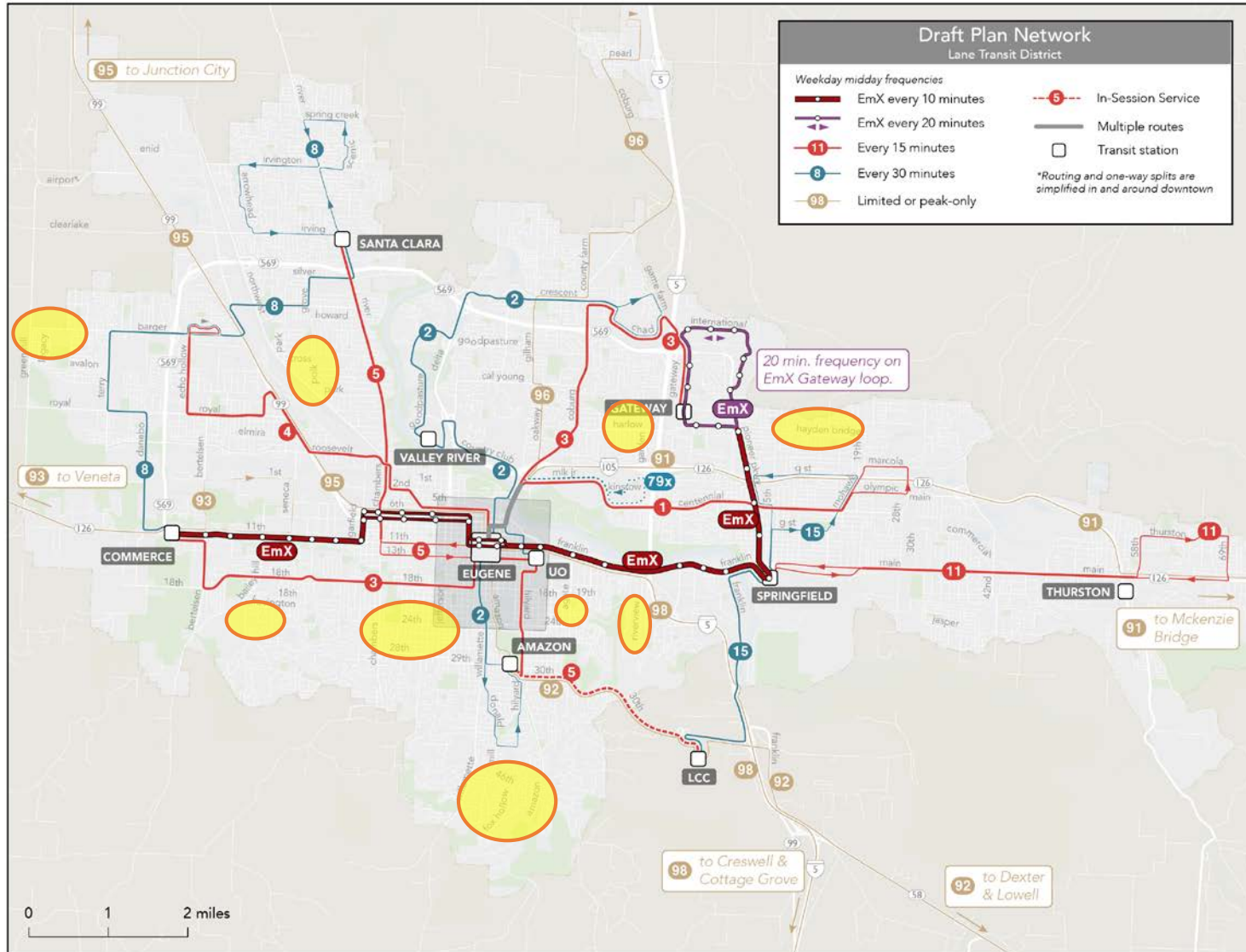
What percentage of the metro area is near a bus route?



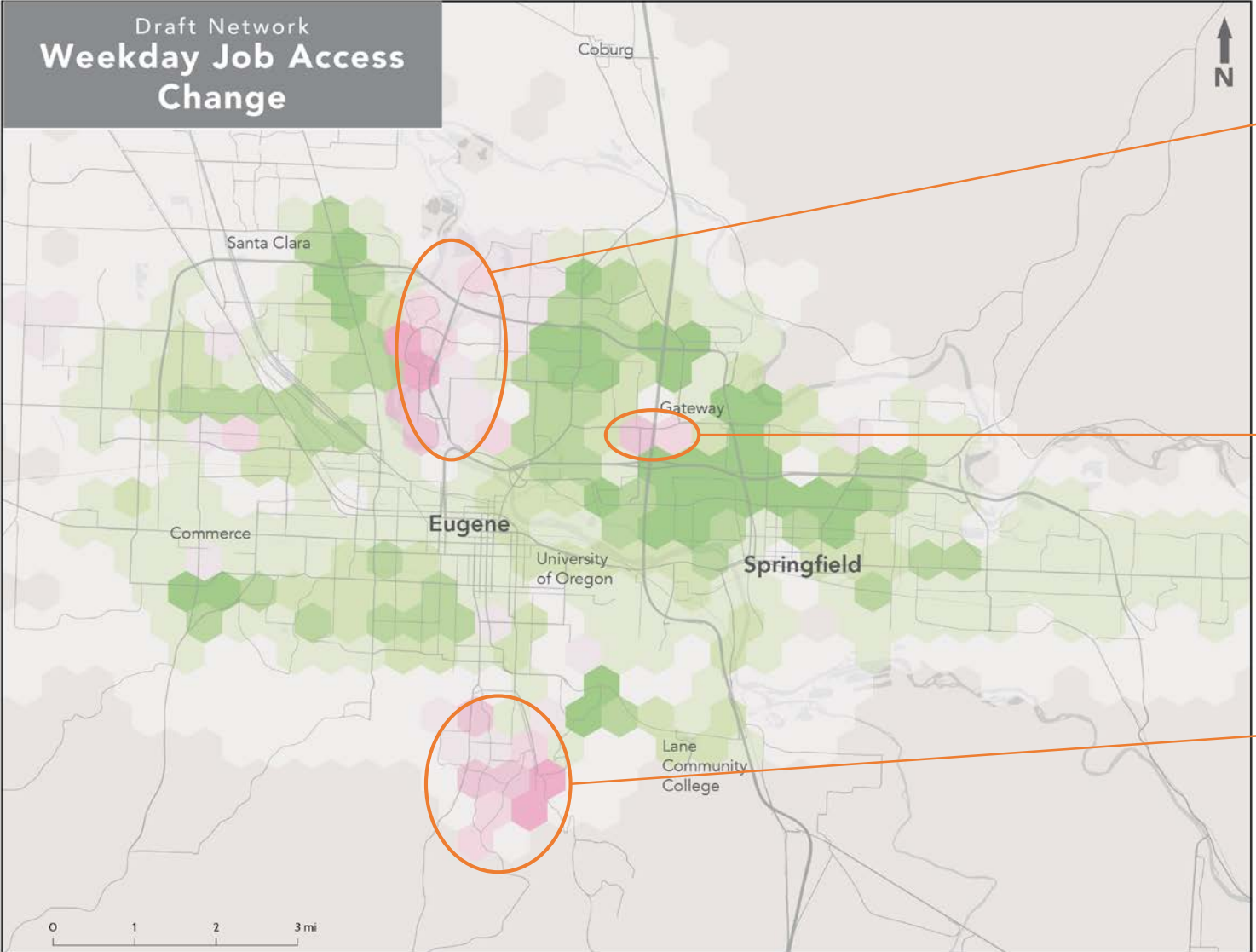
Data Source: GTFS March 2019; ACS 2016 (5-Year Estimates)



...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.



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



Your Transit. Your Vision. Your Future.



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 ~\$300k 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.

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. We will release the report for public review of the proposal
- **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

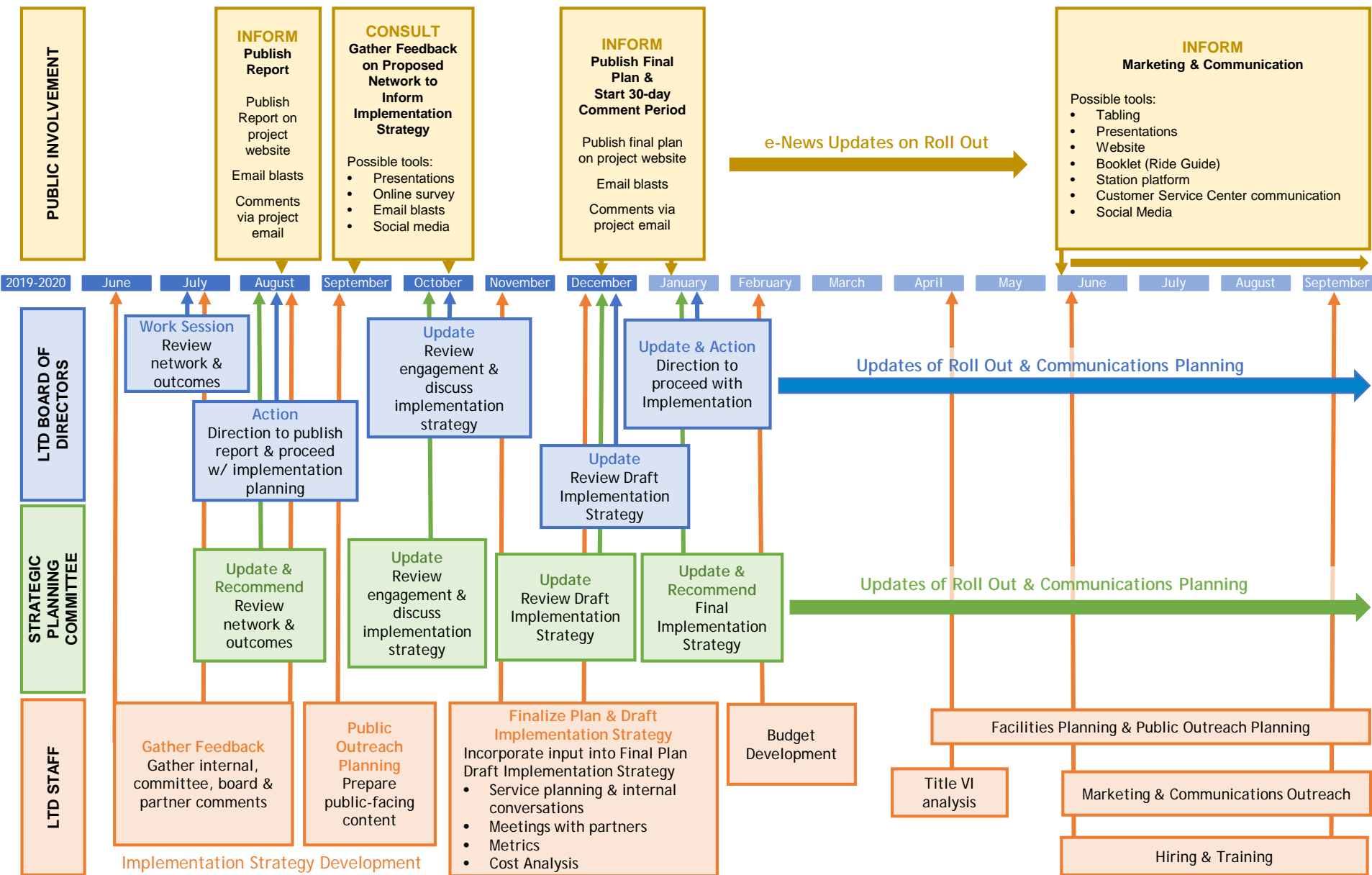


Your Transit. Your Vision. Your Future.

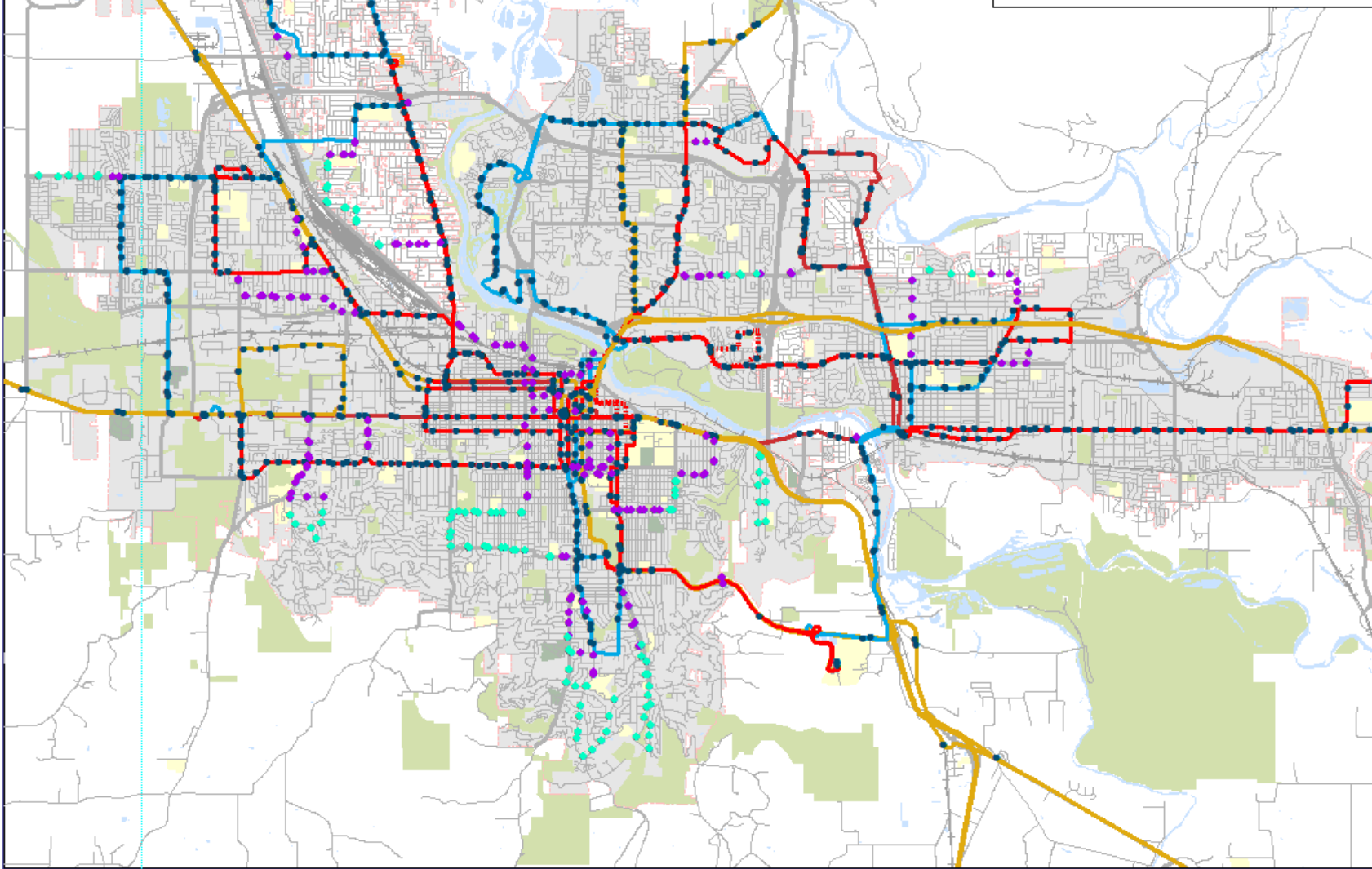


Draft Implementation Process

Strategic Planning Committee - August 6, 2019



Supplemental Material

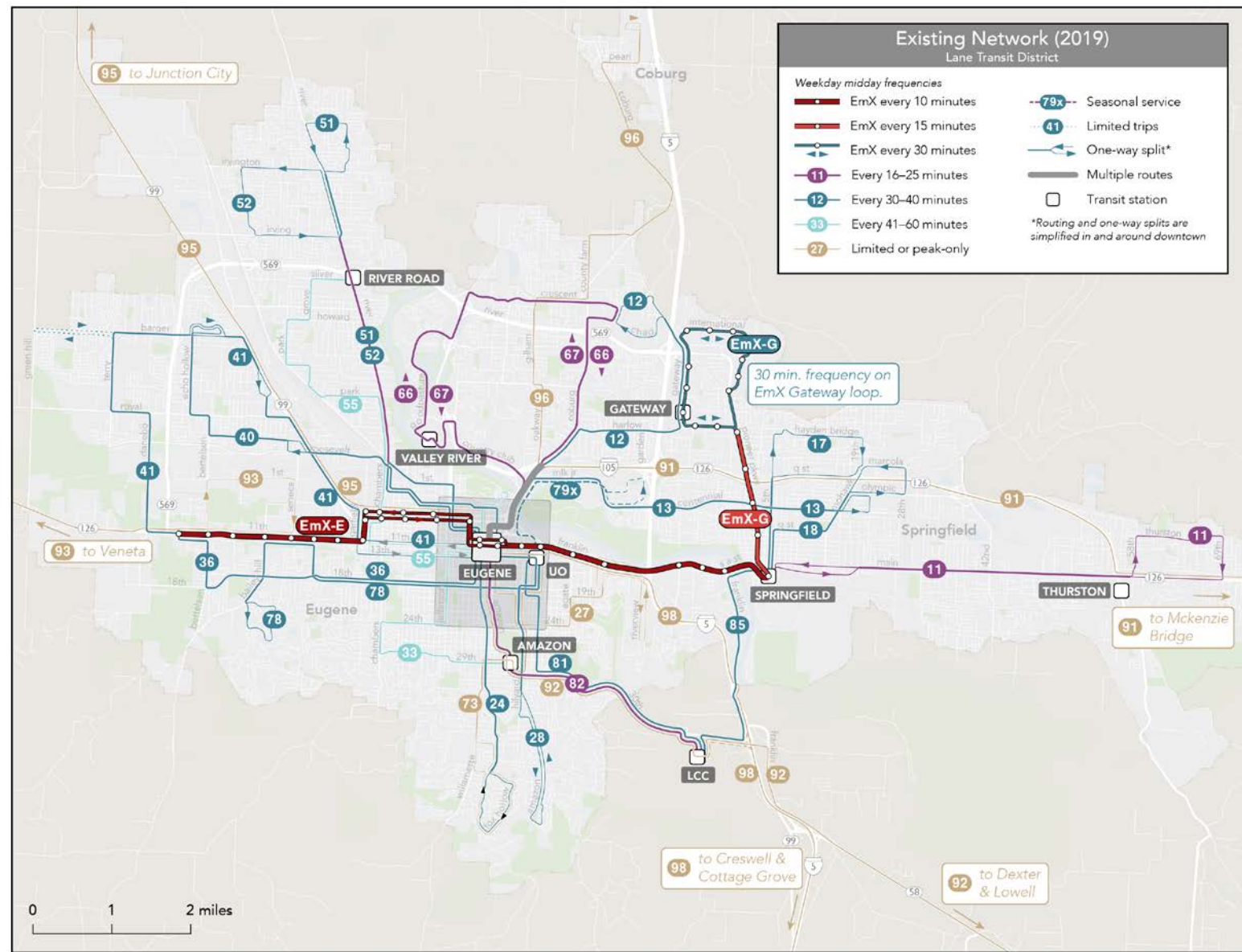


Transit *Tomorrow*

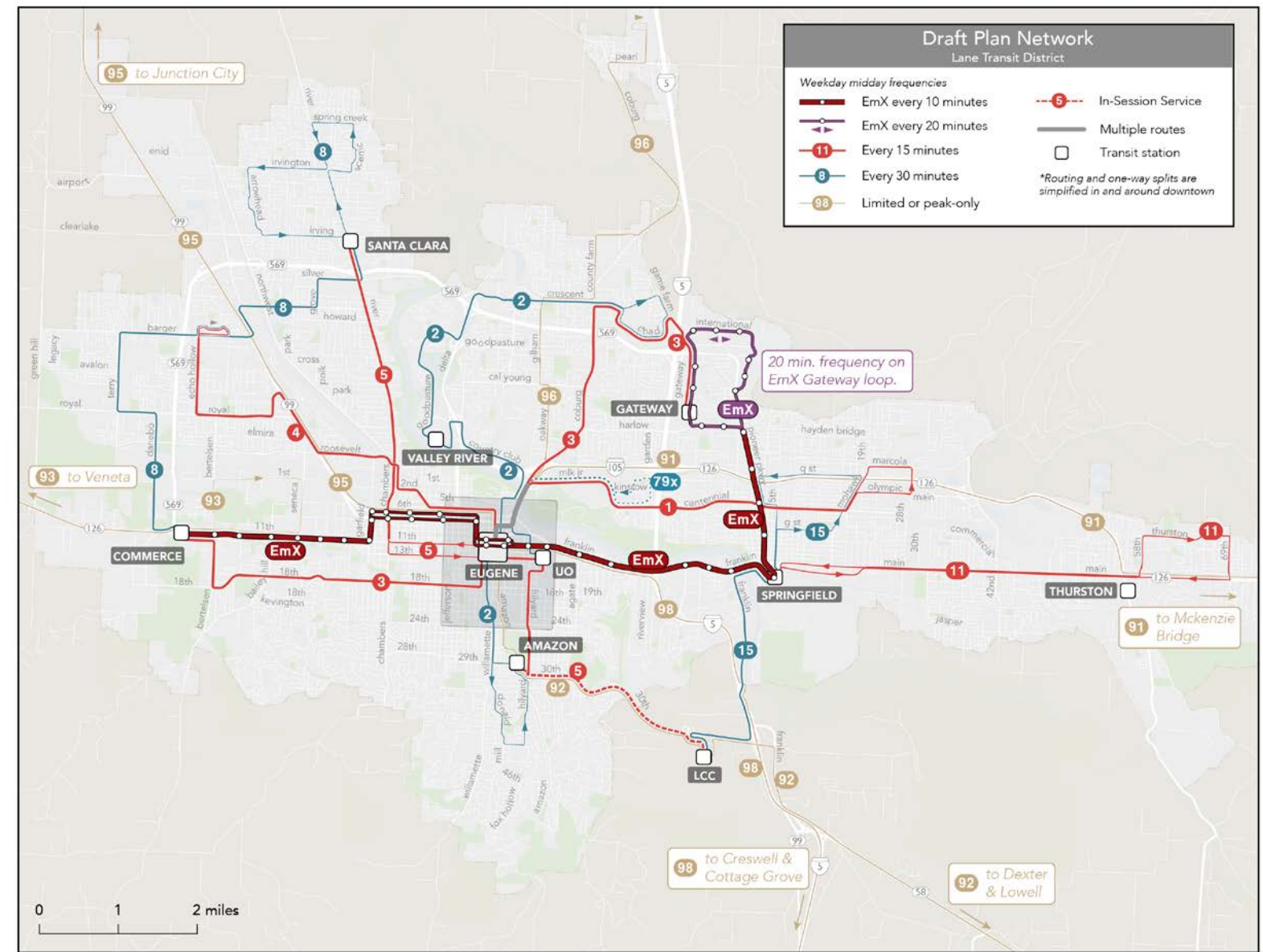
Your Transit. Your Vision. Your Future.



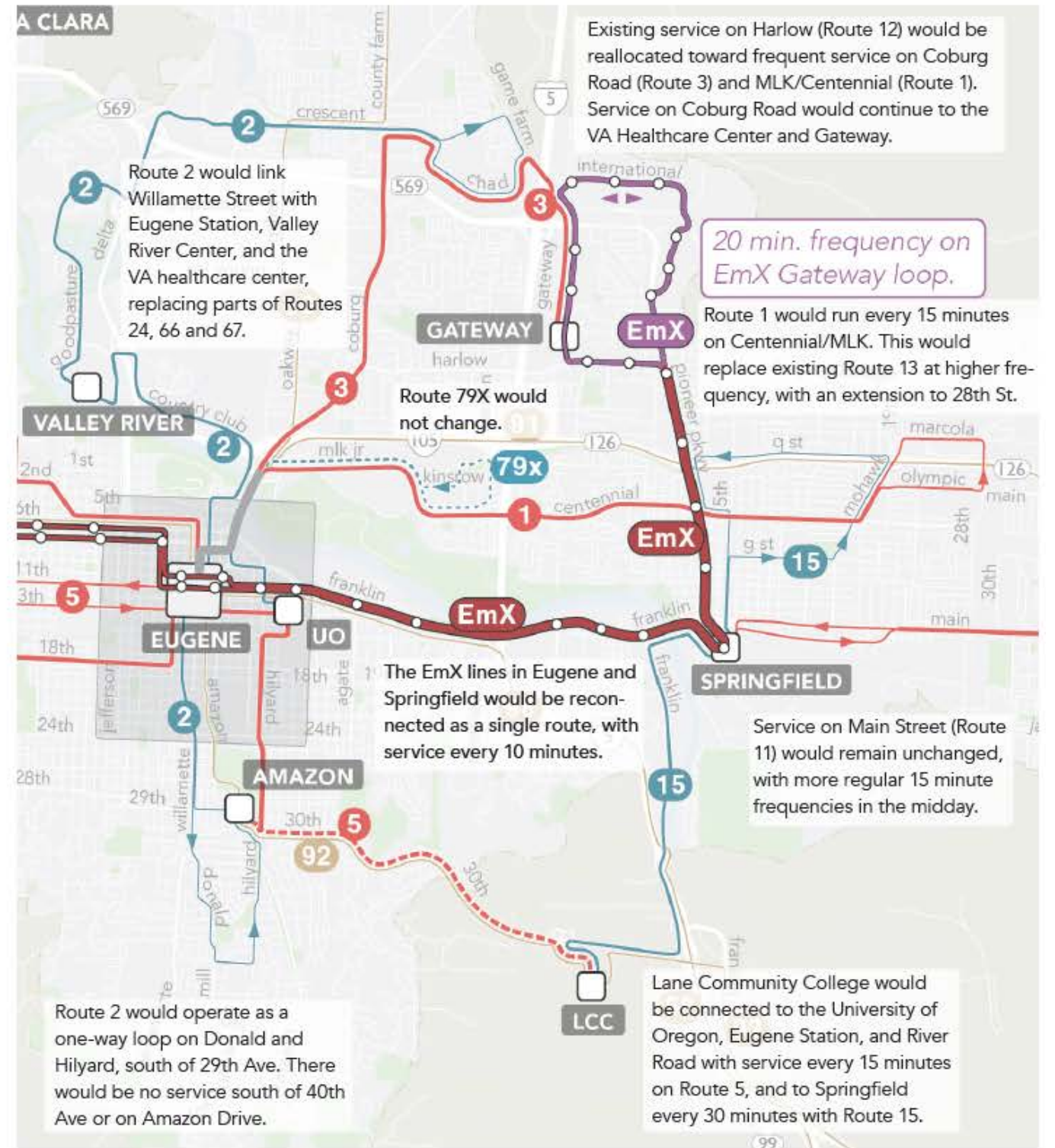
EXISTING NETWORK



PROPOSED NETWORK



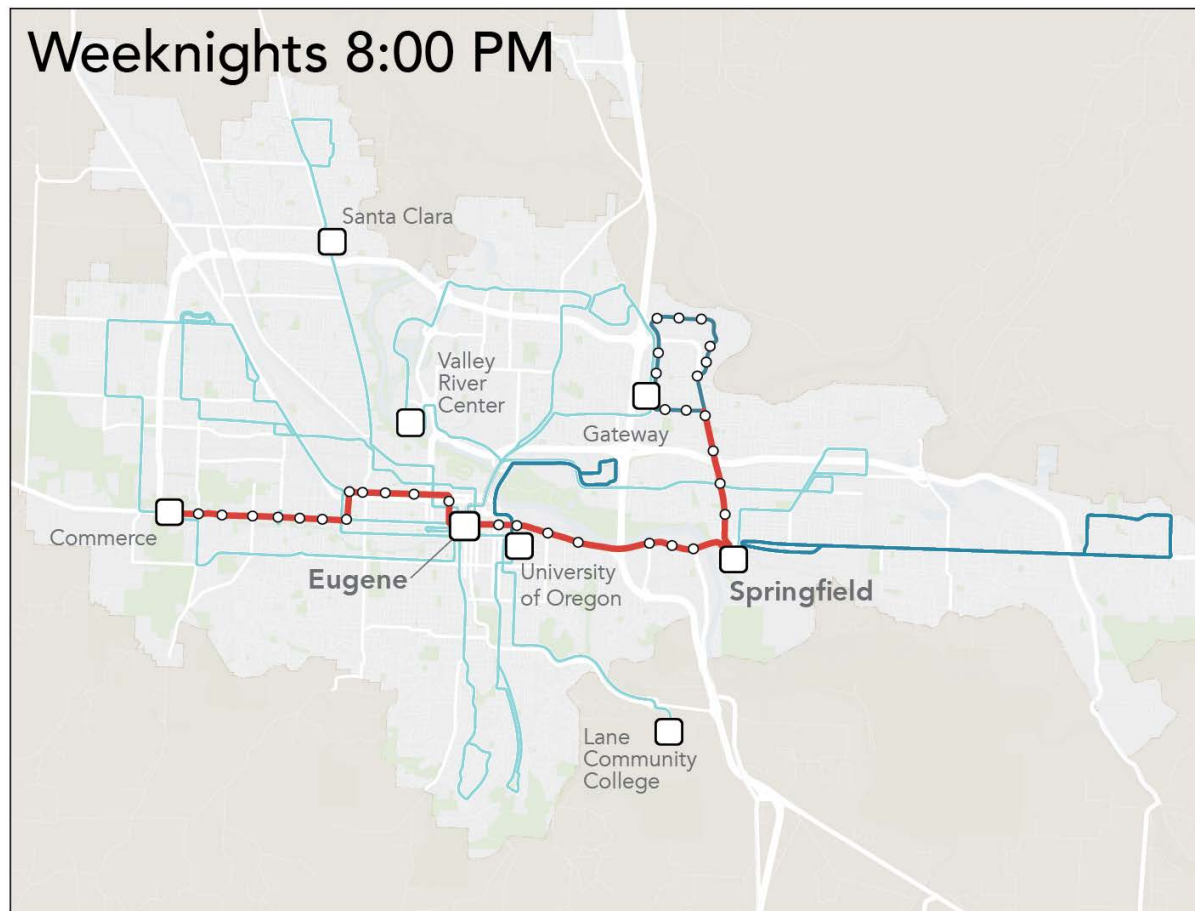
PROPOSED NETWORK - EXPLAINED



EXISTING NETWORK

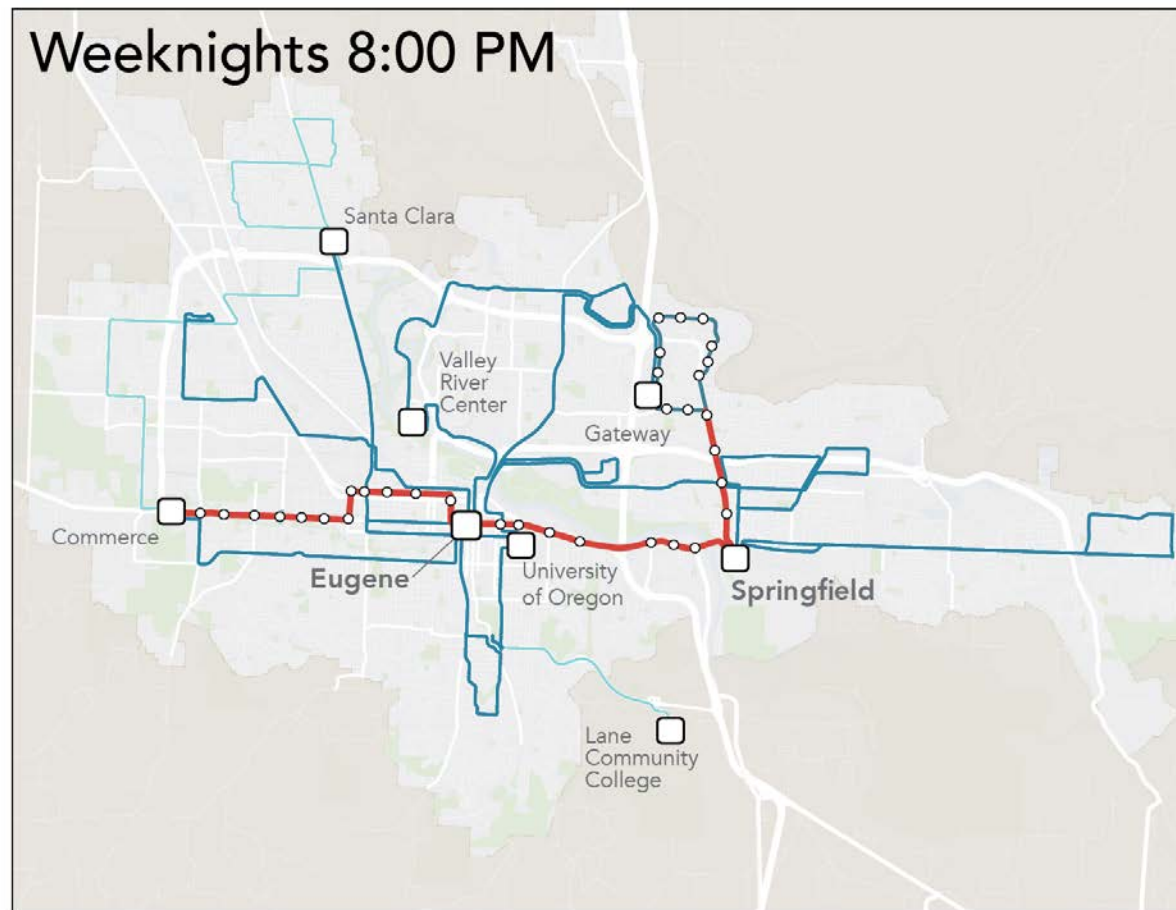
Weeknights 8:00 PM

EVENINGS



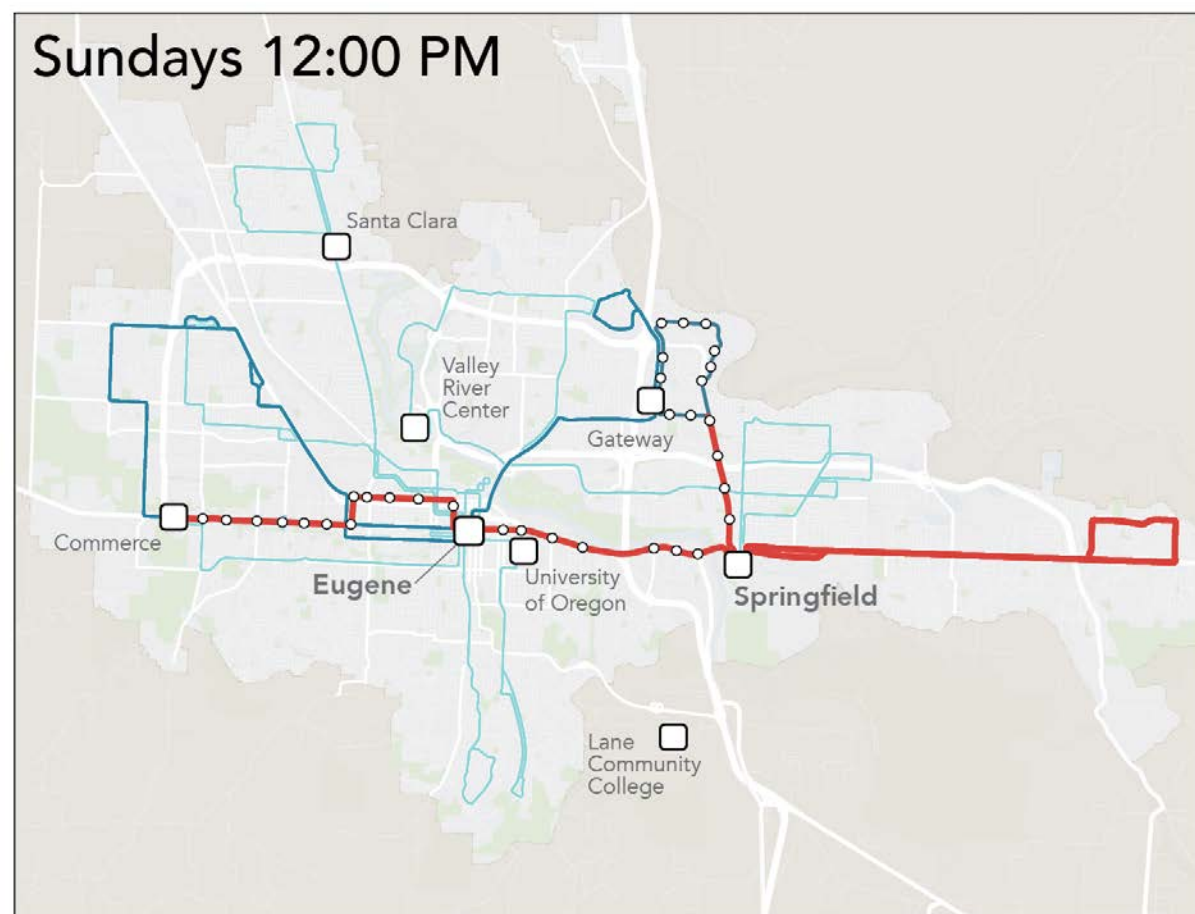
PROPOSED NETWORK

Weeknights 8:00 PM

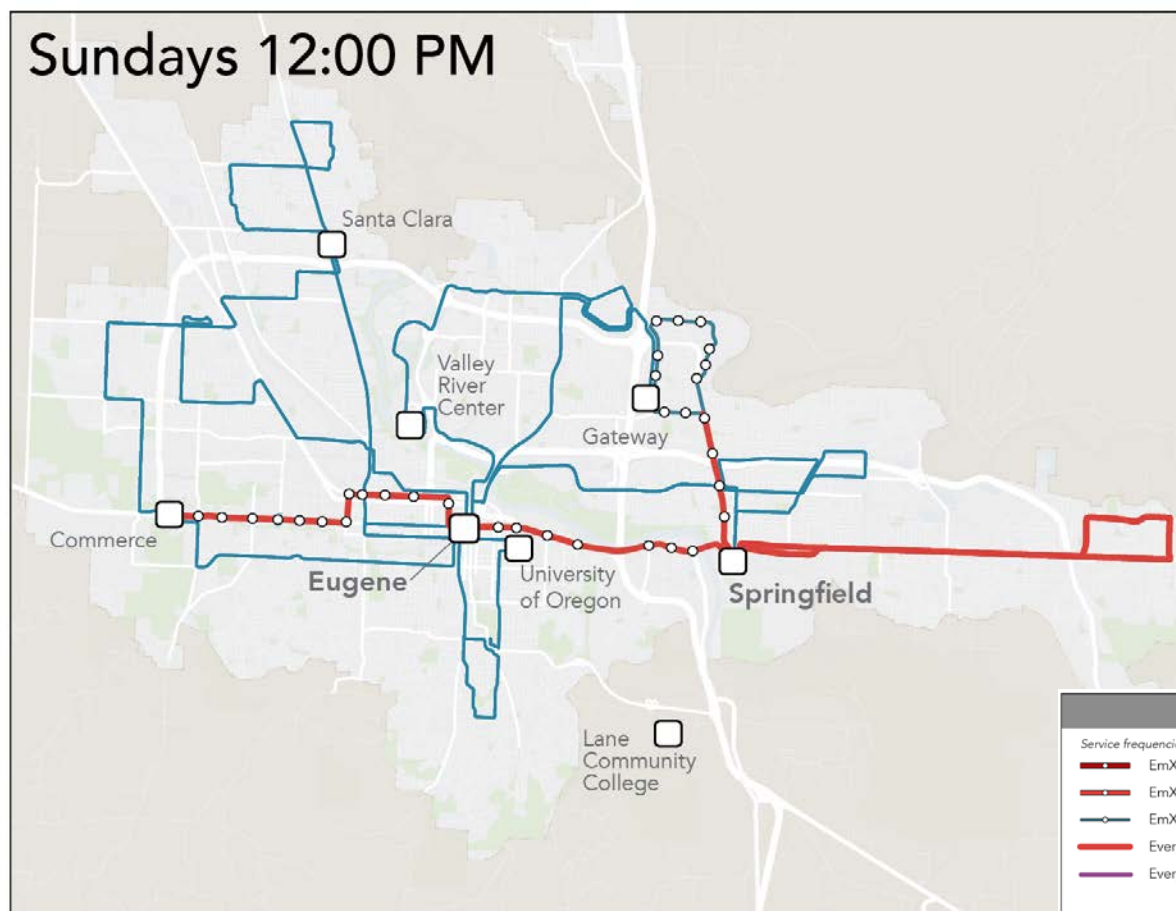


WEEKENDS

Sundays 12:00 PM

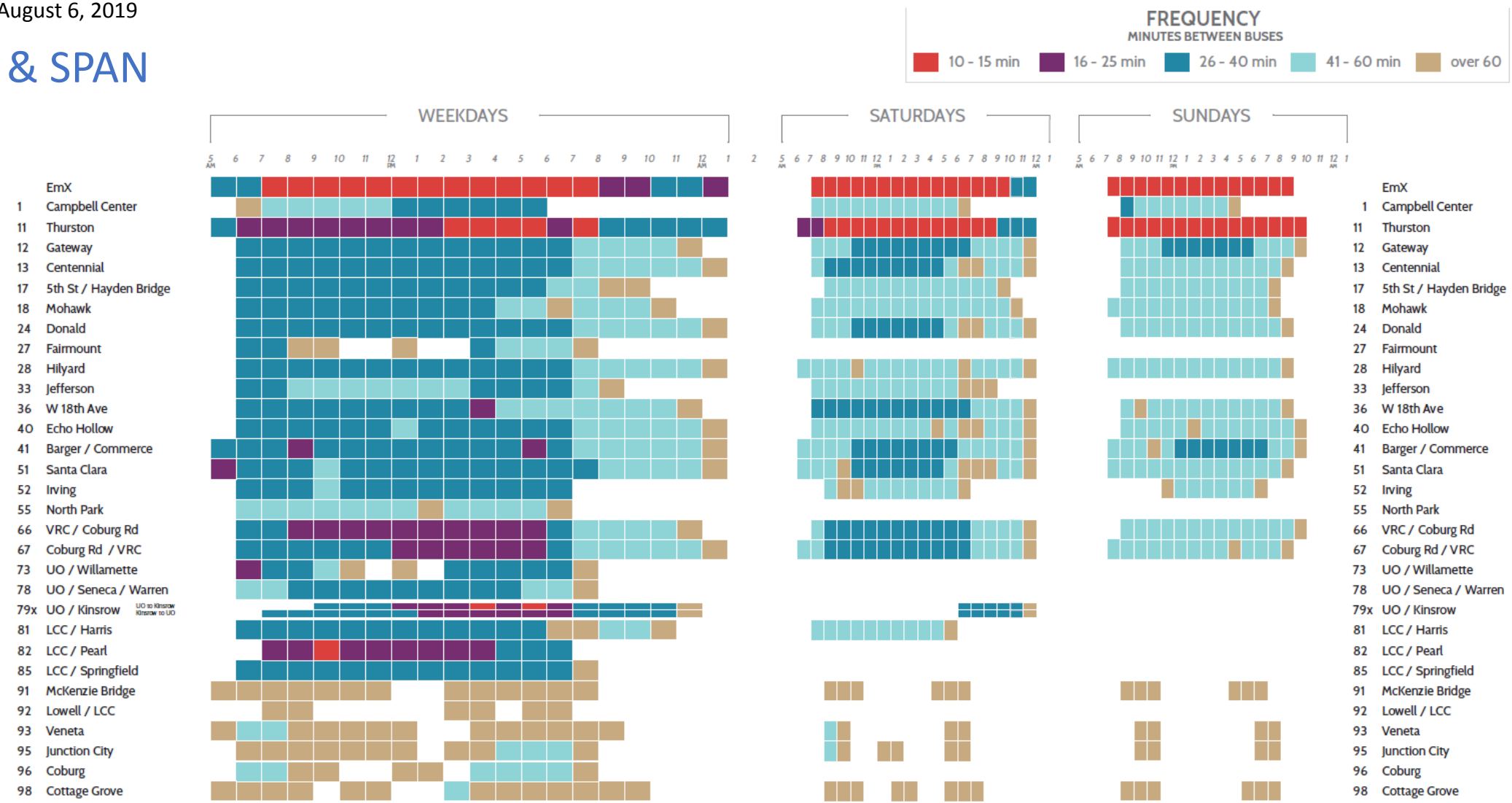


Sundays 12:00 PM

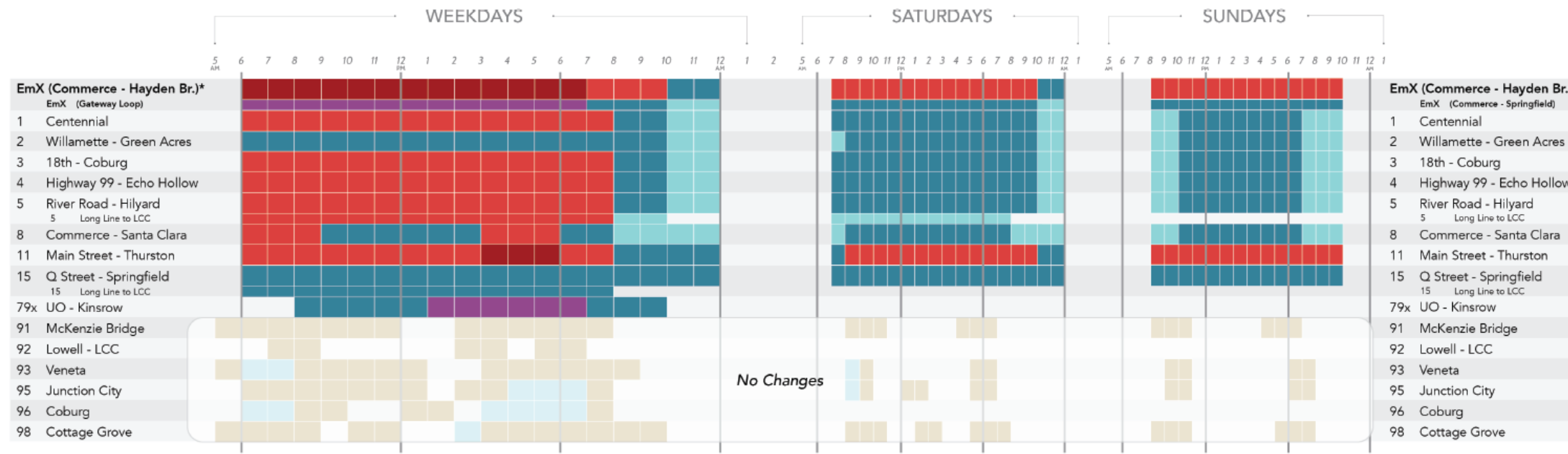


ROUTE FREQUENCY & SPAN

EXISTING NETWORK



PROPOSED NETWORK



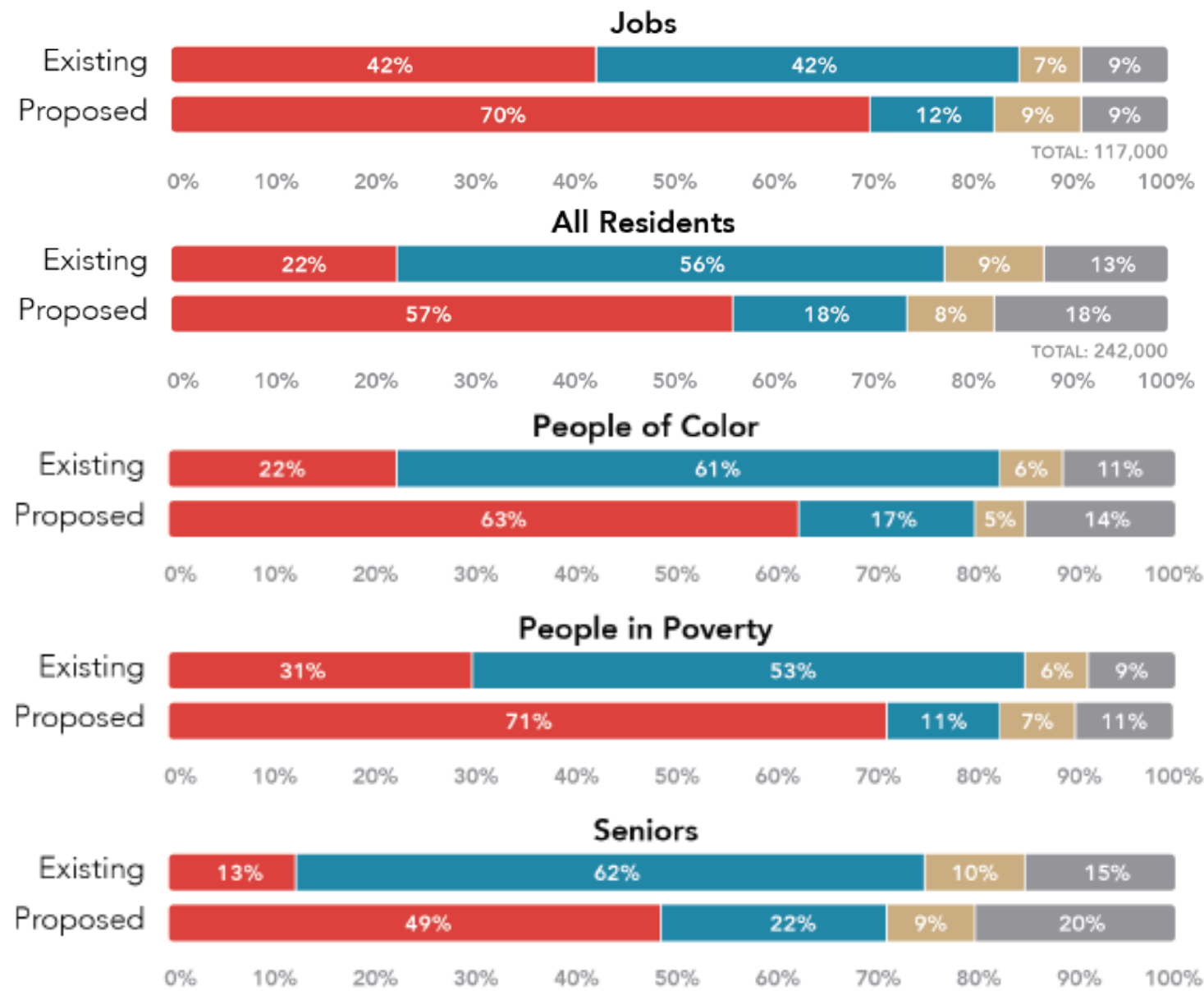
*EmX would operate every 10 minutes from Commerce Station to Hayden Bridge Station, continuing to Gateway every 20 minutes clockwise and every 20 minutes counterclockwise.

NETWORK COMPARISON

Proximity to Transit (within 1/2 mile)

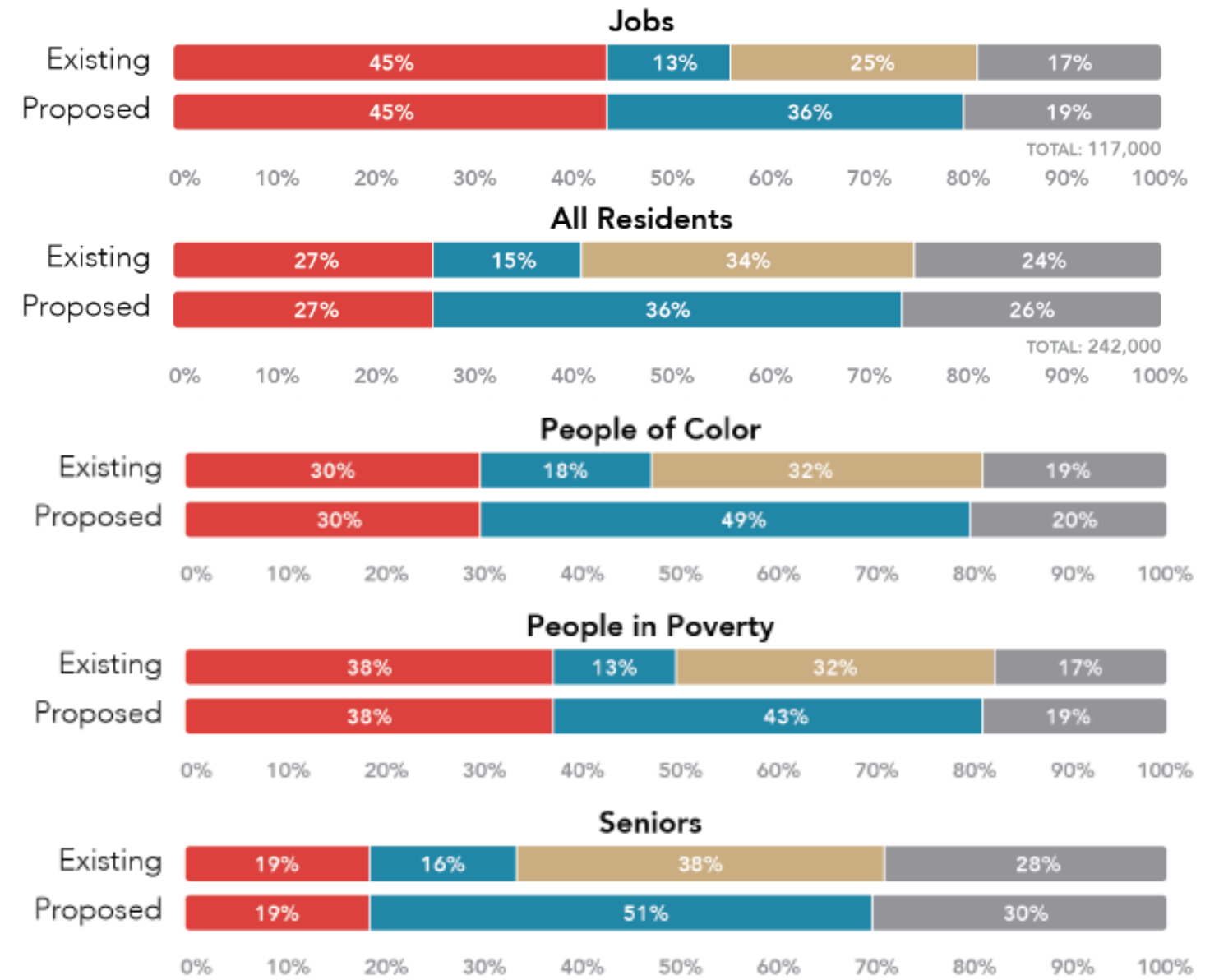
Proximity to Transit - Weekdays

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

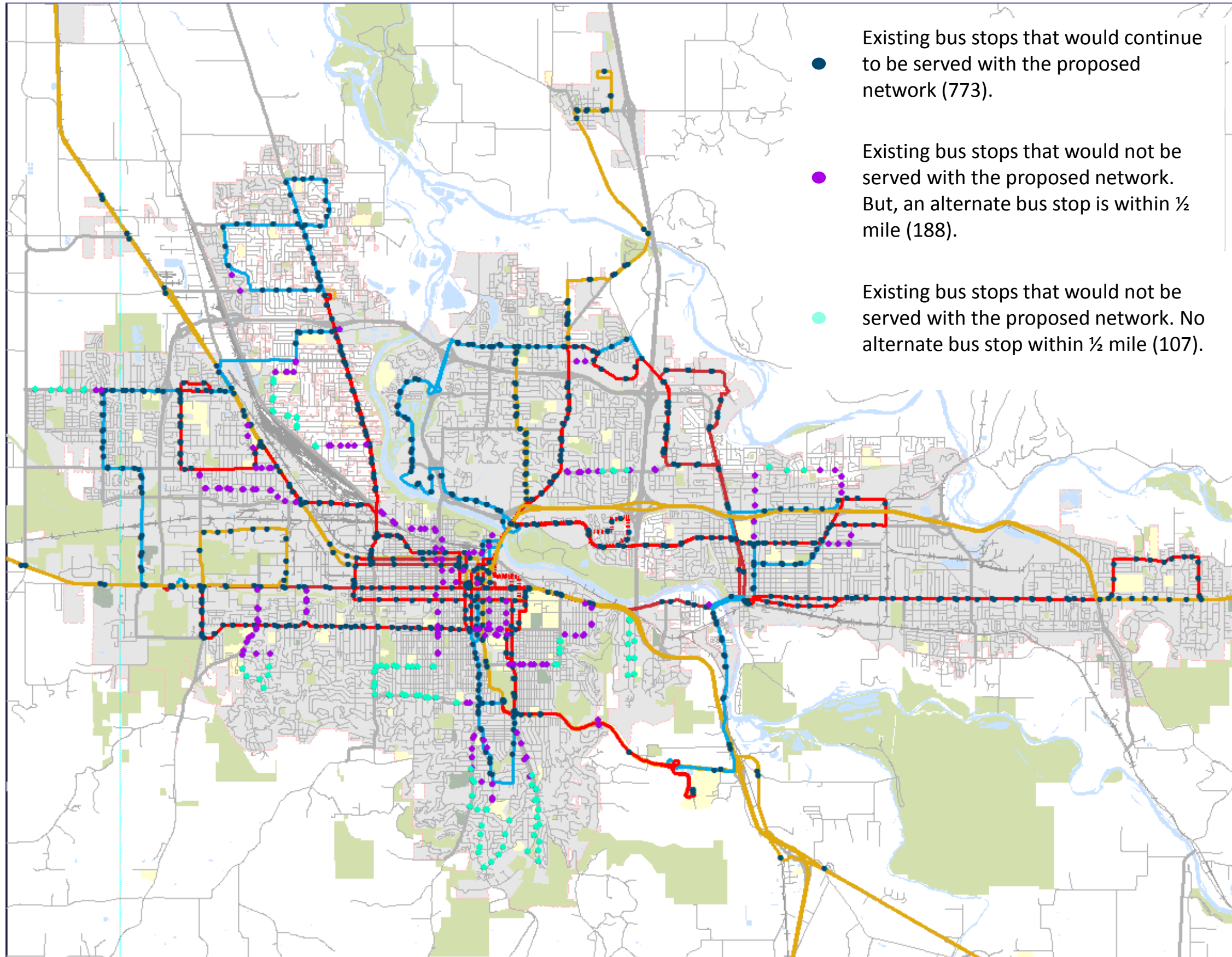


Proximity to Transit - Sundays

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



BUS STOP ANALYSIS

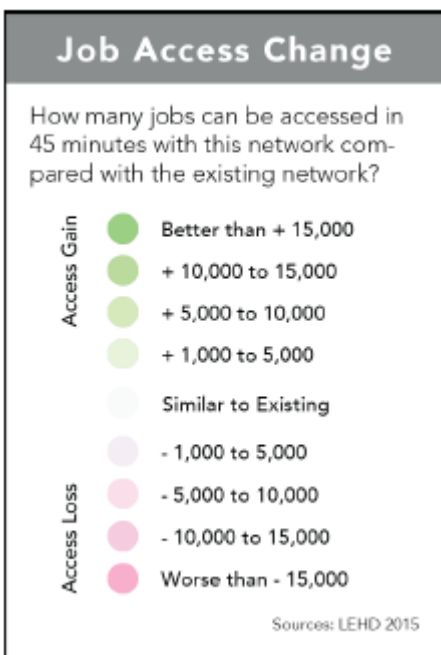
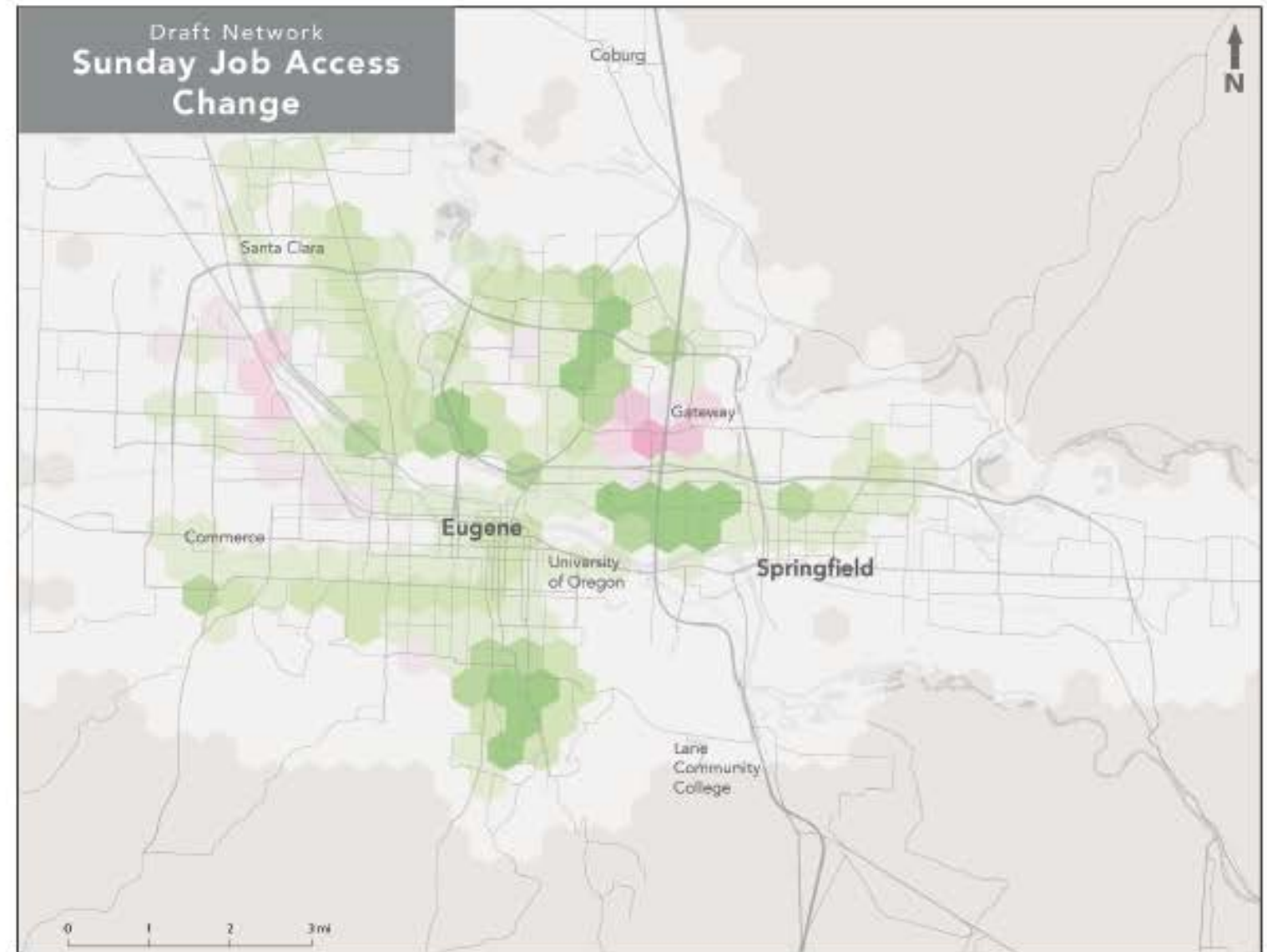
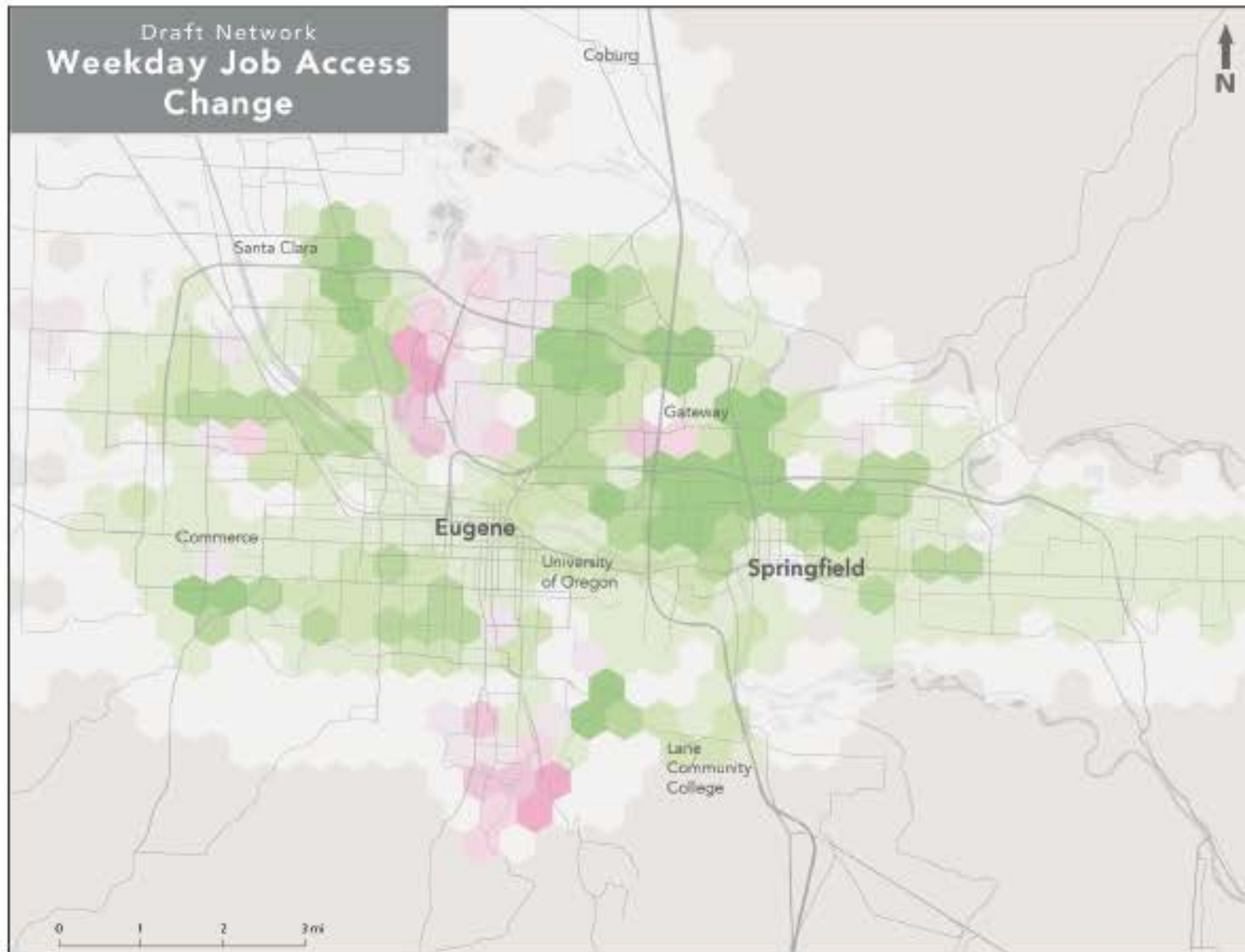


There are currently **1,068 bus stops** in the Eugene-Springfield metropolitan area.

The average weekday ridership on the existing network was approximately **24,757** in the metropolitan area (October 2018).

An estimated **400 to 600** weekday riders could be impacted by the proposed changes.

ACCESS TO JOBS WITHIN A 45-MINUTE COMMUTE – PROPOSED COMPARED TO EXISTING NETWORK



How would job access improve with the proposed network?

- Most routes would operate more frequently (going from 20- to 30-minute service to 15-minute service), which improves travel time.
- Some routes would be combined to run across the city. This saves time by reducing the need for transfers.

Why do some areas have reduced access to jobs within a 45-minute commute?

- Some jobs that are within ½ mile of the existing network would be greater than ½ mile away from transit with the proposed network.
- Some commutes would take greater than 45 minutes.

Overall Impacts

Access to an average of 4,000 more jobs on the weekdays and 2,500 more jobs on Sundays throughout the Eugene-Springfield metro area within a 45-minute commute as a result of the proposed network.

Draft Implementation Process

Strategic Planning Committee - August 6, 2019

