

RideSource and Fixed Route Connections

LTD Board Work Session, 5/4/22





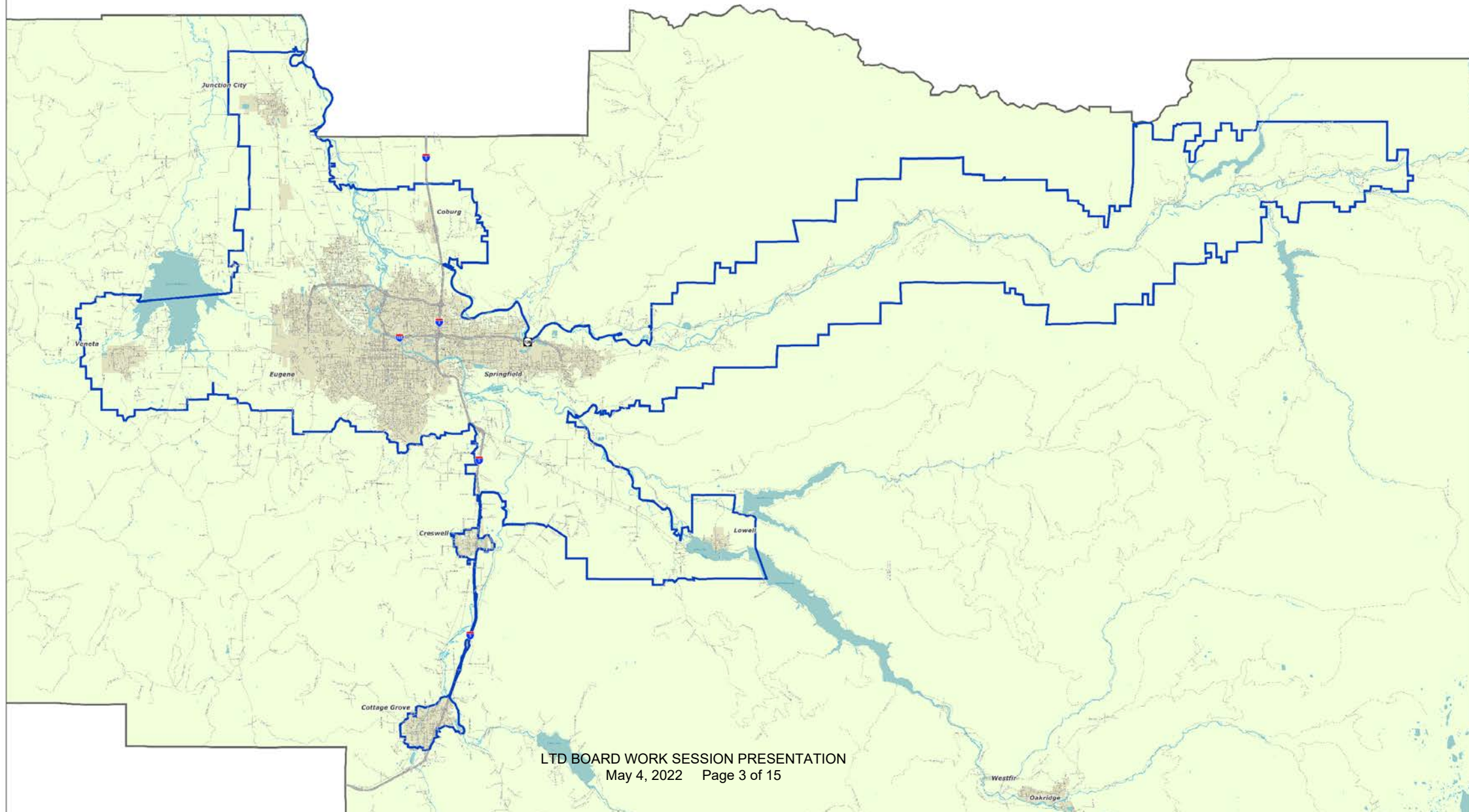
MISSION VISION VALUES

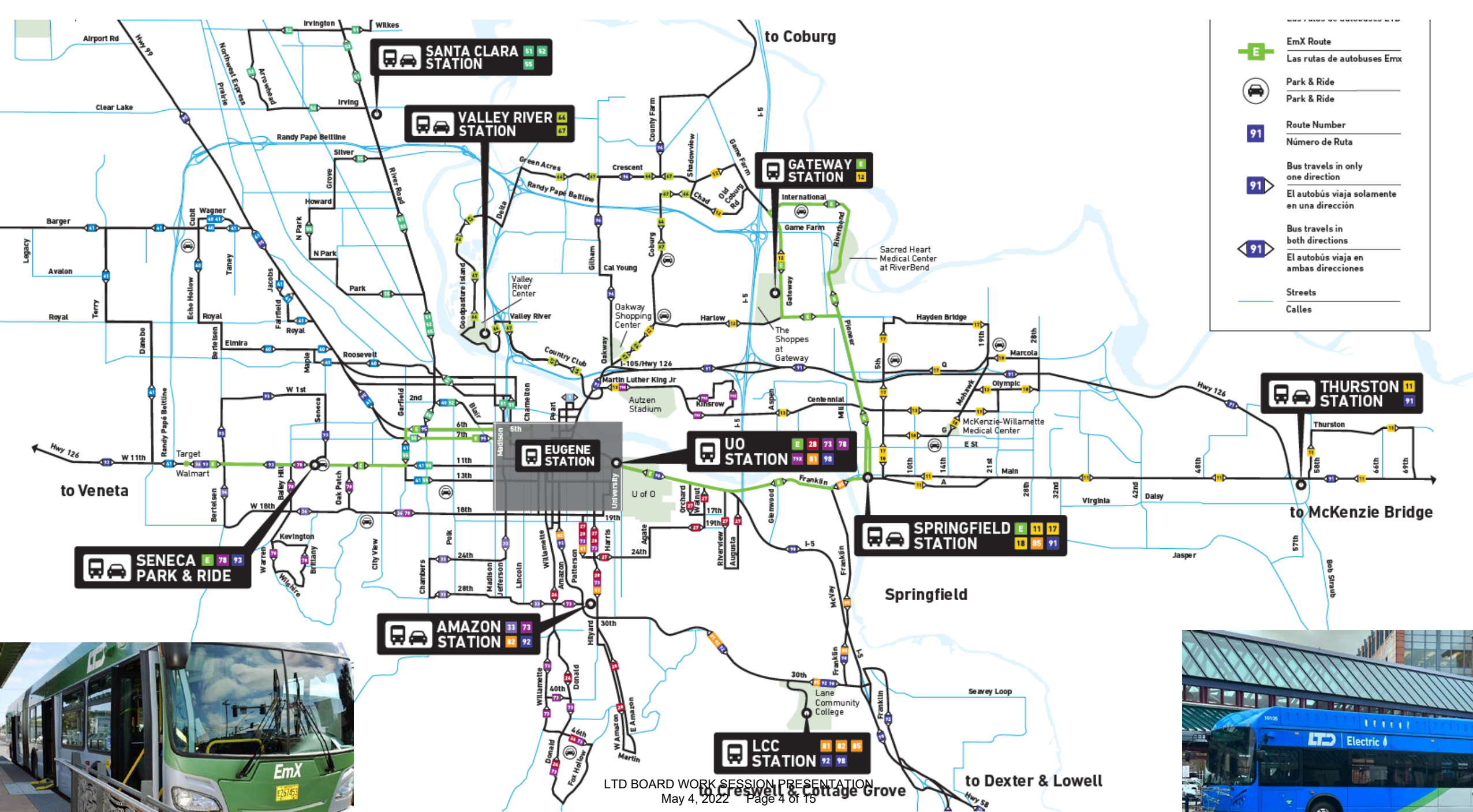
CONNECTING OUR COMMUNITY.

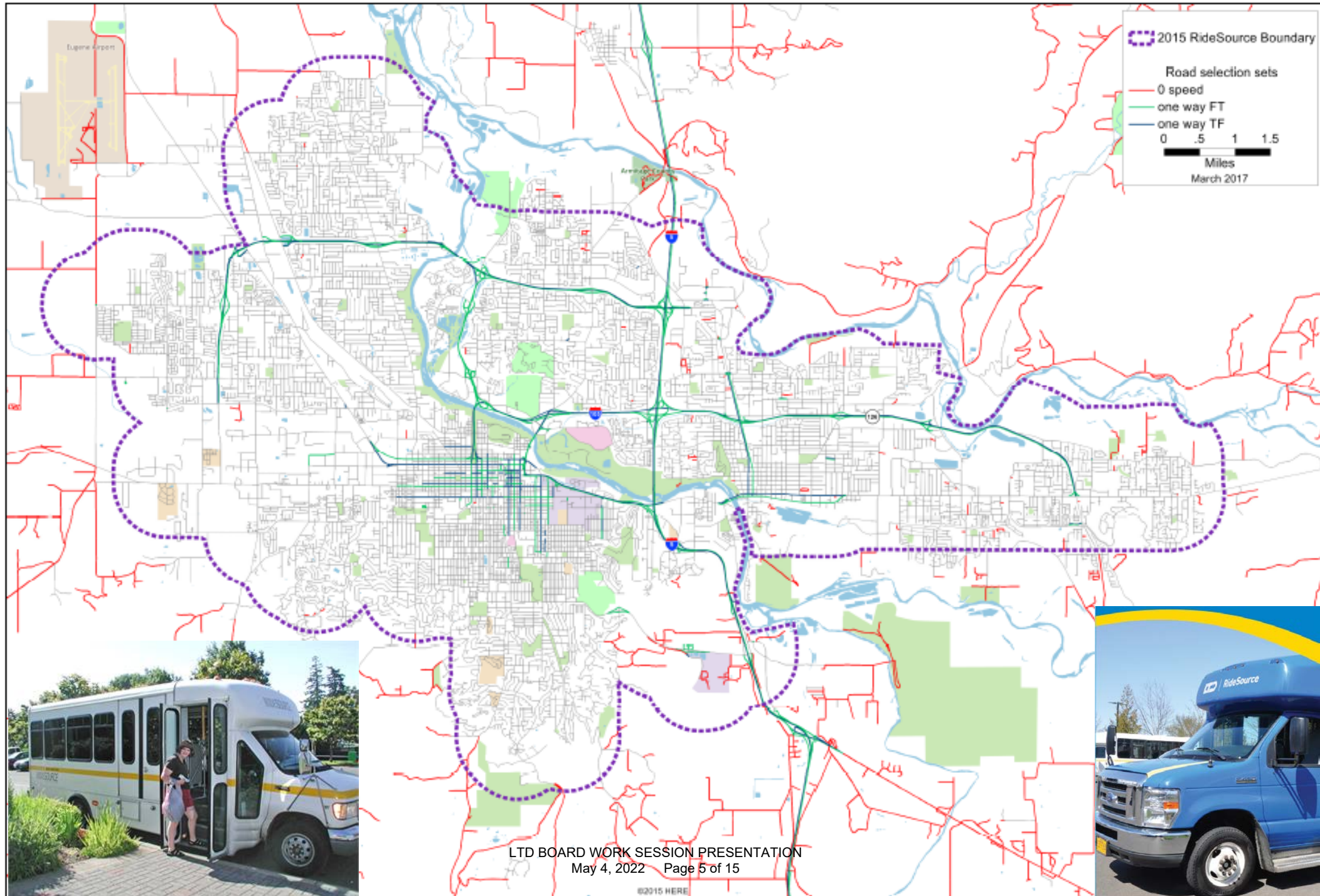
IN ALL THAT WE DO, WE ARE COMMITTED TO
CREATING A MORE CONNECTED, SUSTAINABLE, AND
EQUITABLE COMMUNITY.

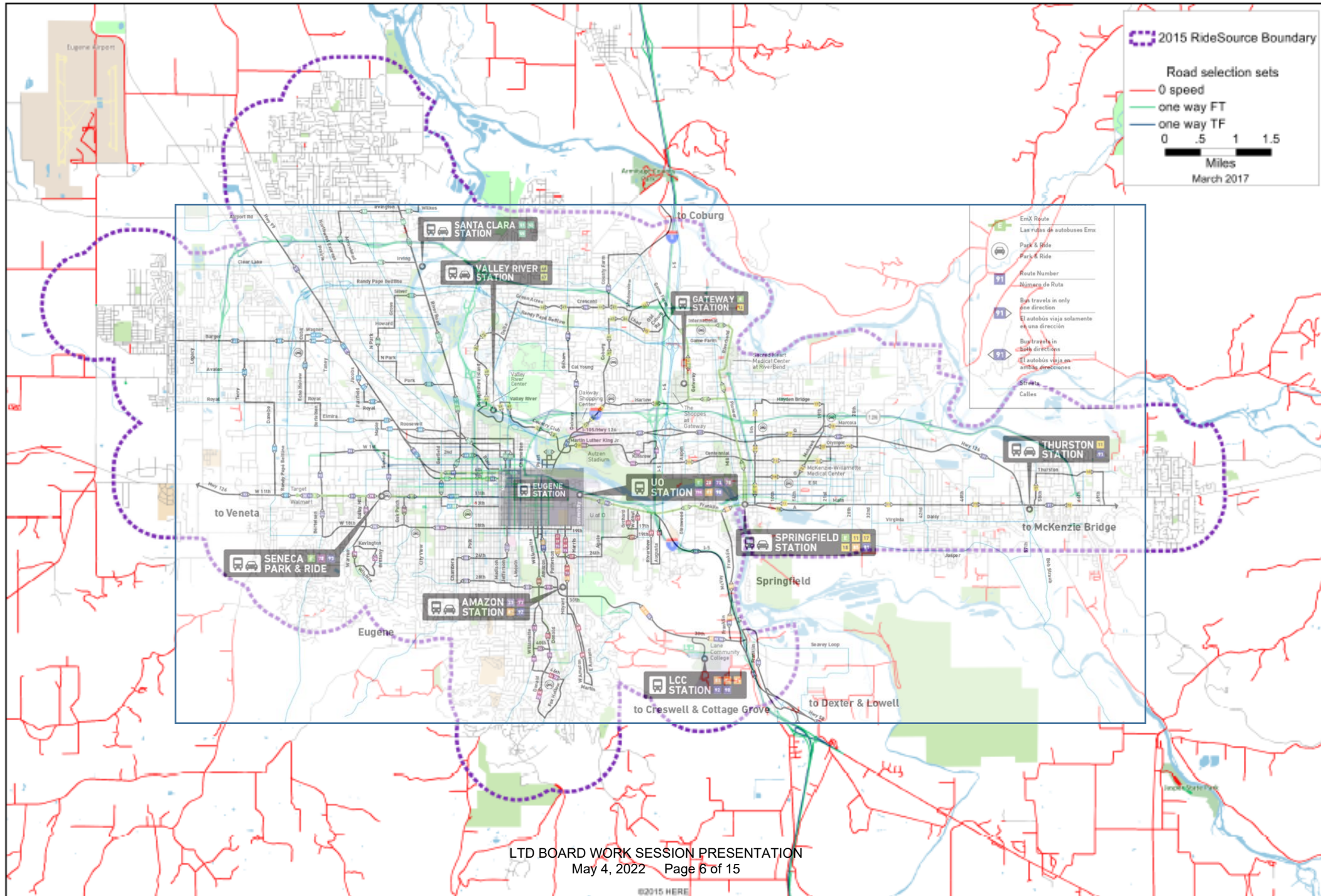
RESPECT, INTEGRITY, INNOVATION, EQUITY, SAFETY,
AND COLLABORATION.













Minimum Paratransit Boundary

Defined in 49CFR§37.131(a)(1)(i):

As a transit district we are required to “provide complementary paratransit service to origins and destinations within corridors with a width of three-fourths of a mile on each side of each fixed route.” This boundary is measured “as the crow flies”.





Paratransit Boundaries, further explained

- Donuts and deserts are generally filled in when “surrounded by corridors”.
- In the “core service area” the boundary should ensure “all origins and destinations within the area would be served”.
- Intercity transportation is not included in the “core service area”.





LTD's Paratransit Boundaries

- Generally covers the metropolitan area.
- Includes most people living “in town” but not everyone in the city limits.
- The boundary is unique and does not correlate to UGB, MPO, district, or other boundaries.
- Does not generally include Veneta, Mackenzie River, Junction City, Creswell, Cottage Grove, Coburg, Pleasant Hill, Oakridge, and other areas our vehicles may go.
- We do serve residents living outside the area once they enter the boundary.
- LTD's Rhody Express in Florence has an ADA paratransit boundary served by RideSource.



LTD's Additional Boundaries

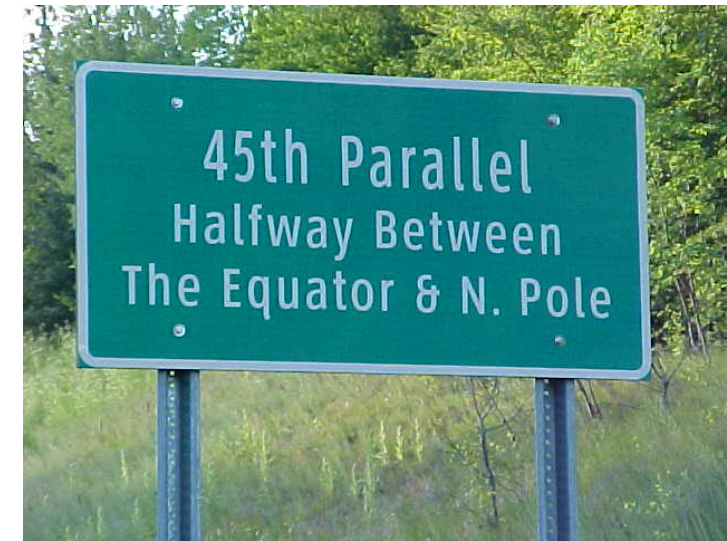


We choose to provide paratransit service at additional cost for individuals living near but outside our $\frac{3}{4}$ mile boundaries. Known as “Out of Area” paratransit trips, these began following request from a small number of riders living outside the edge of our service area, and has grown substantially over the years.



LTD's Additional Additional Boundaries

RideSource services are much more than ADA paratransit. The RideSource service area is much larger than the RideSource ADA paratransit boundary. Medicaid transportation accounts for the majority of trips outside the paratransit boundary. In general these are often throughout Lane County, but not exclusively.





Fixed Route Service Policy



LTD's Service Policy heavily impacts paratransit ridership:

- Stop amenities (shelters, seating, accessibility)
- Route and Stop locations (proximity and accessibility)
- Route changes on the “inside” of the system rarely impact paratransit boundaries, but do impact eligibility.
- Route changes on the “outside” of the system can impact both paratransit boundaries and eligibility.



Service Changes, Summarized

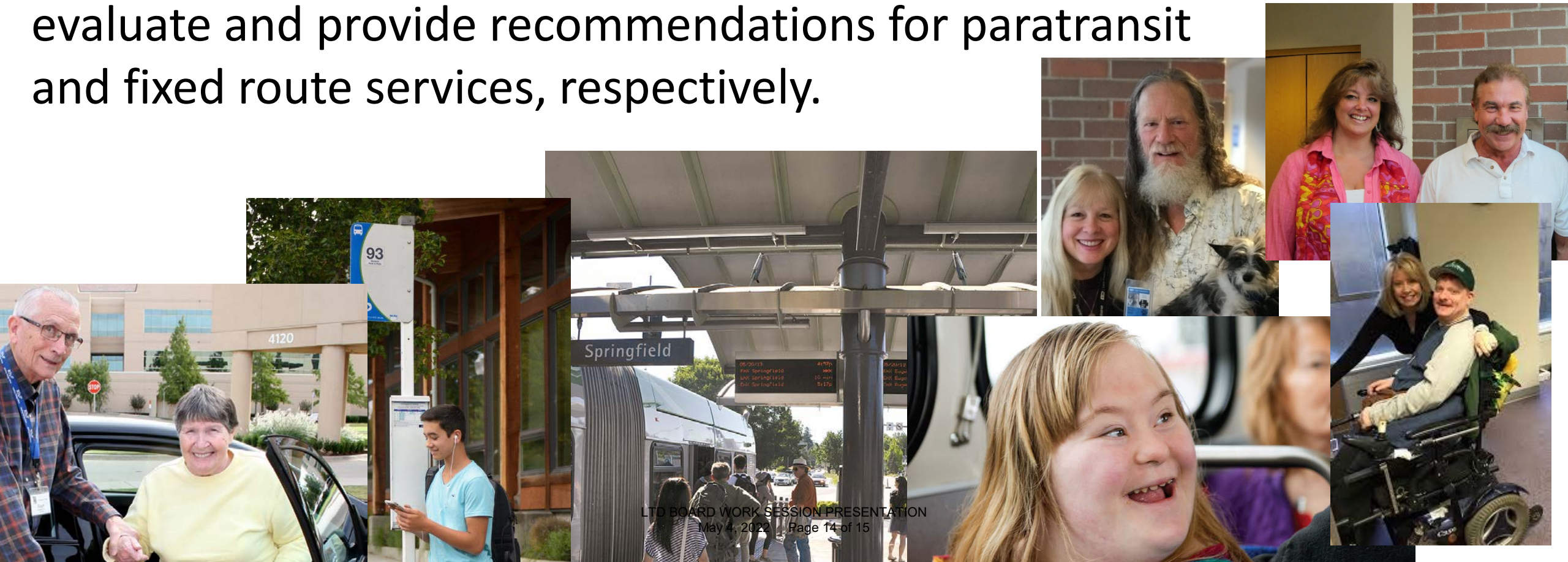
- Paratransit is more expensive than fixed route service.
- We can make choices for fixed route service, and are then responsible for any unintended paratransit impacts.
- Saving money on fixed route service can cost money on paratransit.
- Investing in accessible fixed route services can save money on paratransit.





ROA/COA

A RideSource Operations Analysis (ROA) and Comprehensive Operations Analysis (COA) aims to evaluate and provide recommendations for paratransit and fixed route services, respectively.



Questions and Answers

