

Transit *Tomorrow*

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Phase 1: What We Heard

Public Input from Phase 1 suggests that the community does not fall on one side or other of the trade offs presented:

- Most people were interested in HIGH FREQUENCY service more than maximizing the spread of where service goes;
- But 1/3 of participants were MOST interested in expanded coverage
- Public consistently prioritized frequency improvements (specifically weekend and evening service)
- Most respondents preferred that LTD make minor adjustments over a network redesign

Key Questions for Phase 2

Ridership vs. Coverage

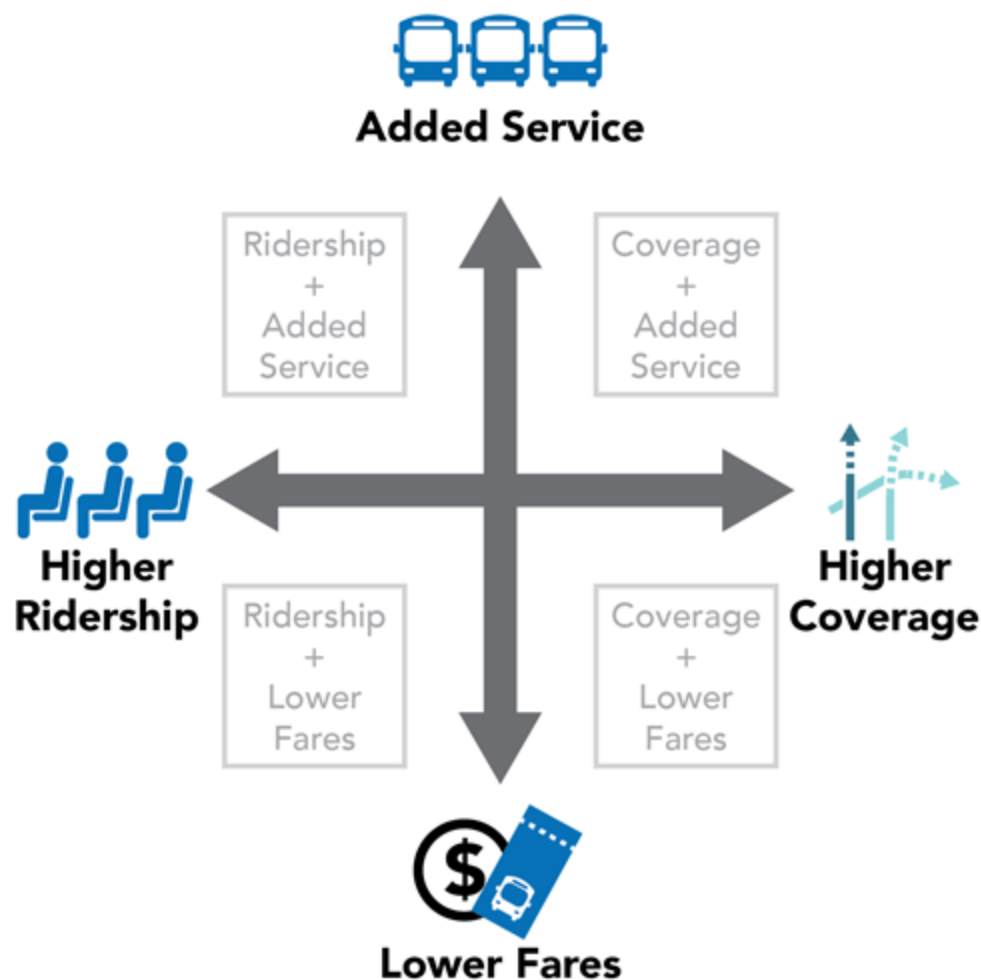
Frequent service with the most riders or some service to many places?

Service vs. Affordability

Use new resources to increase service or reduce the cost of getting on the bus?

This is about the fixed route network, in Eugene and Springfield only.

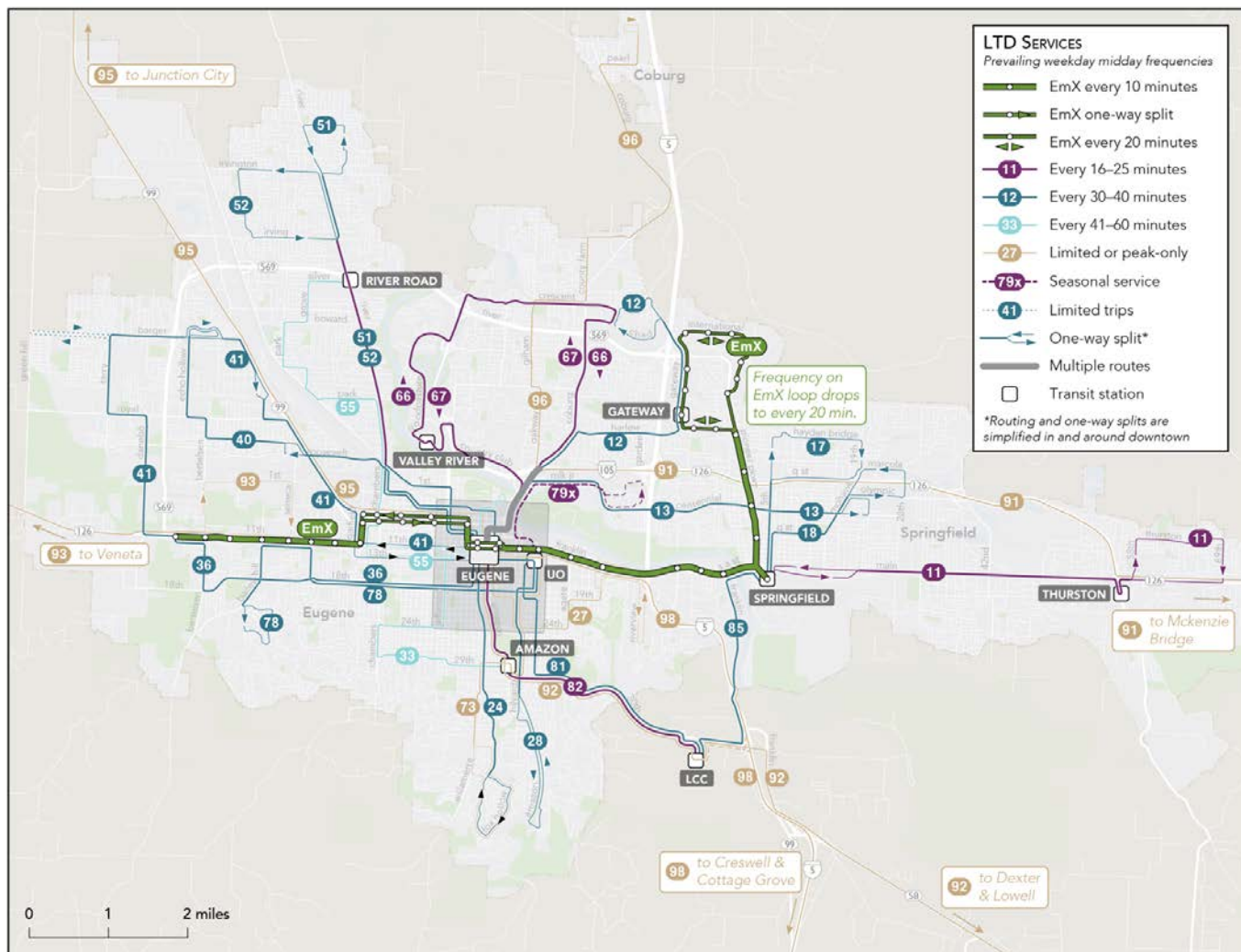
Scenarios Under Consideration



In all scenarios:

- ▶ EmX would be organized as two overlapping lines which better matches the underlying market for ridership to frequency.
- ▶ River Road, Main Street, and LCC service every 15 minutes or better, in both directions, until 7 PM on weekdays

Reminder: Existing Network

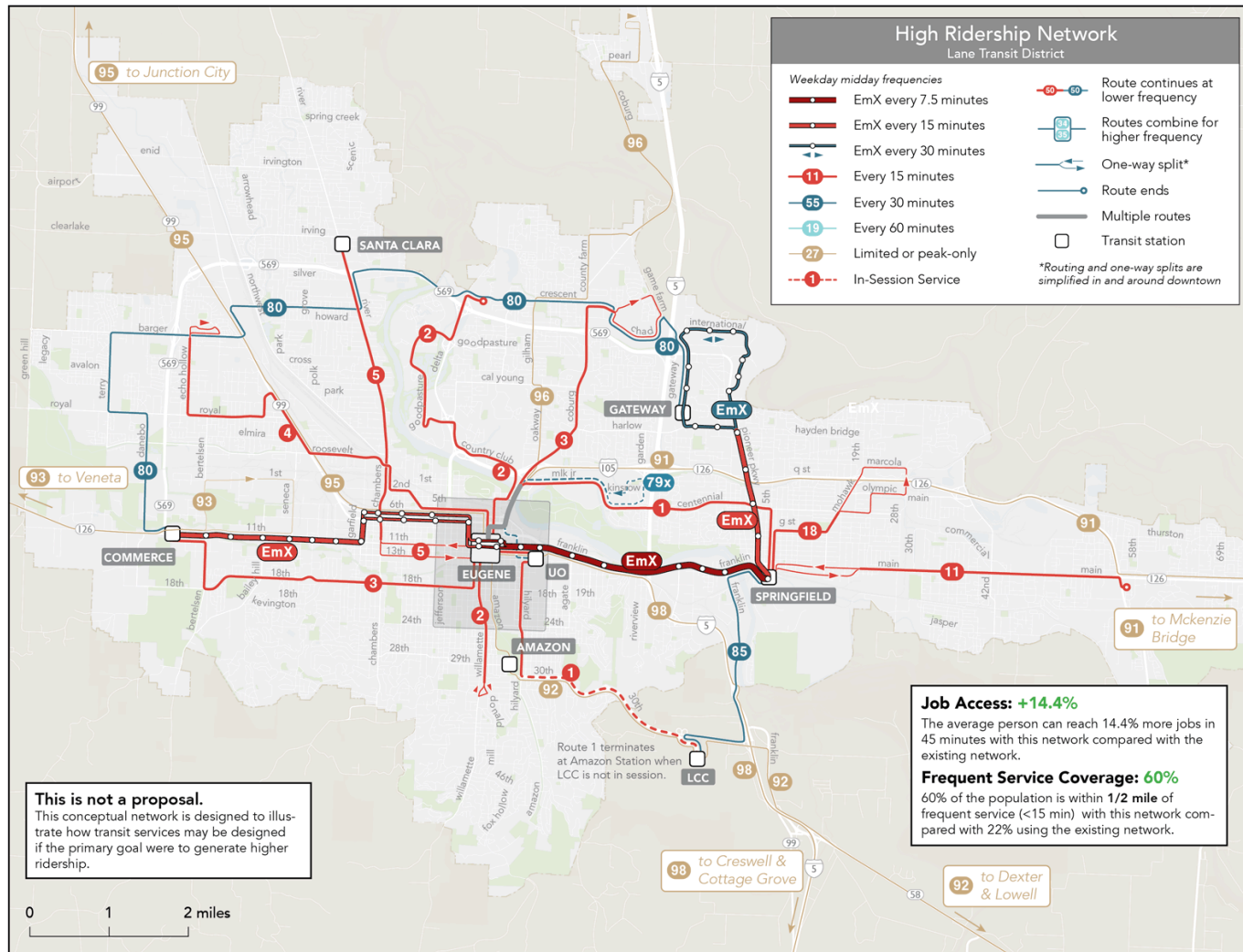


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High Ridership vs High Coverage



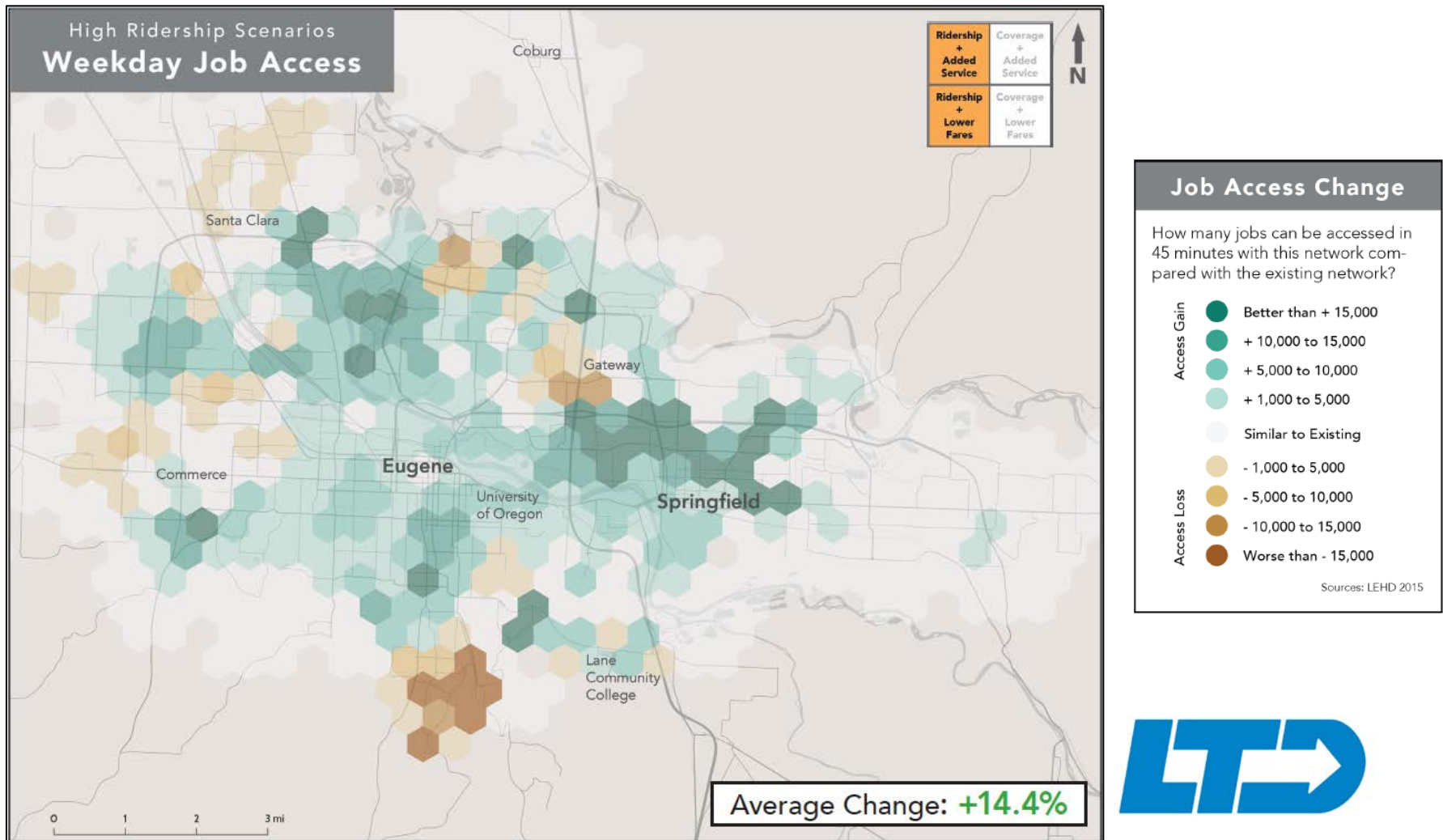
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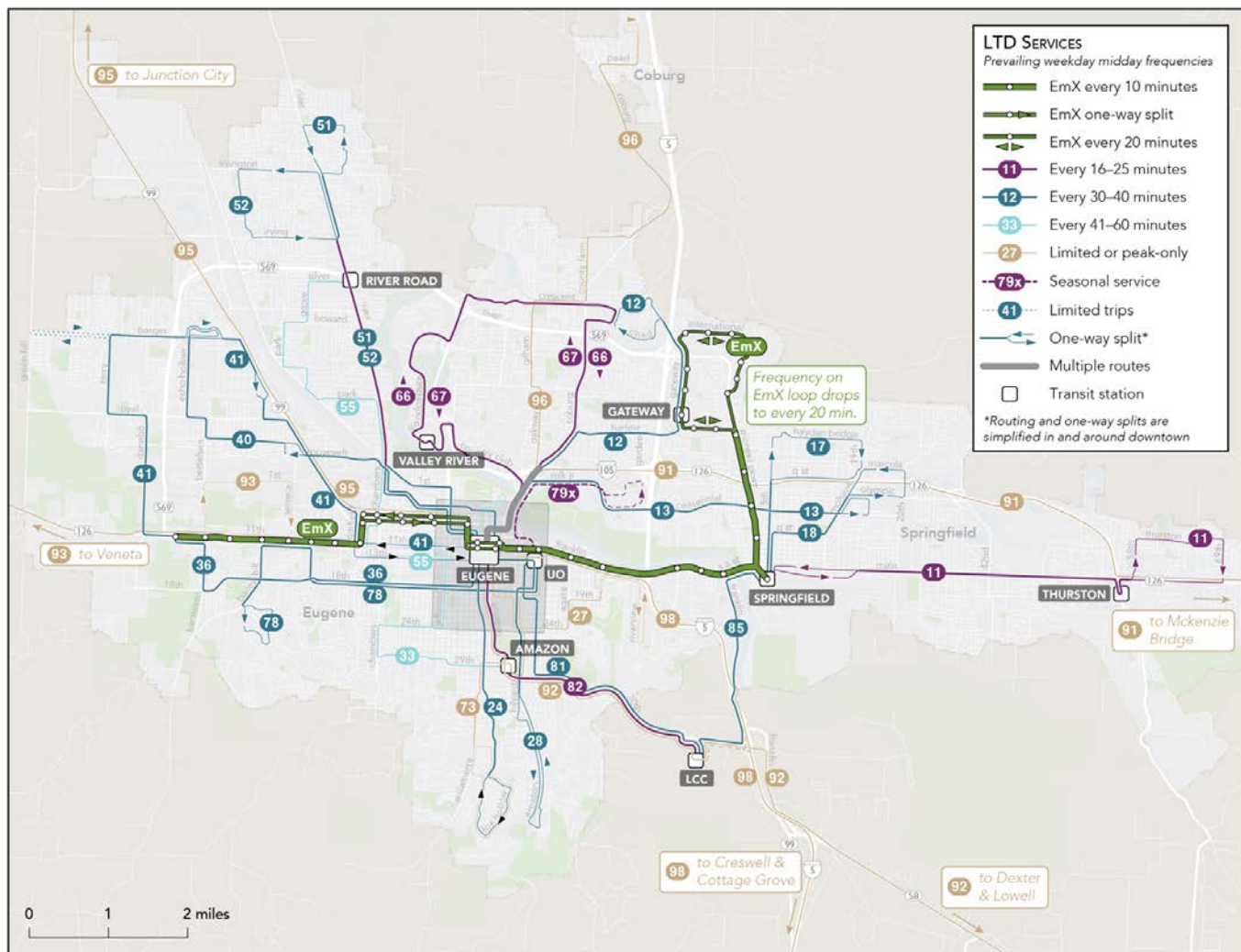


Key Outcomes of High Ridership Network: Job Access

On average, 14% more jobs reachable within 45min



Reminder: Existing Network

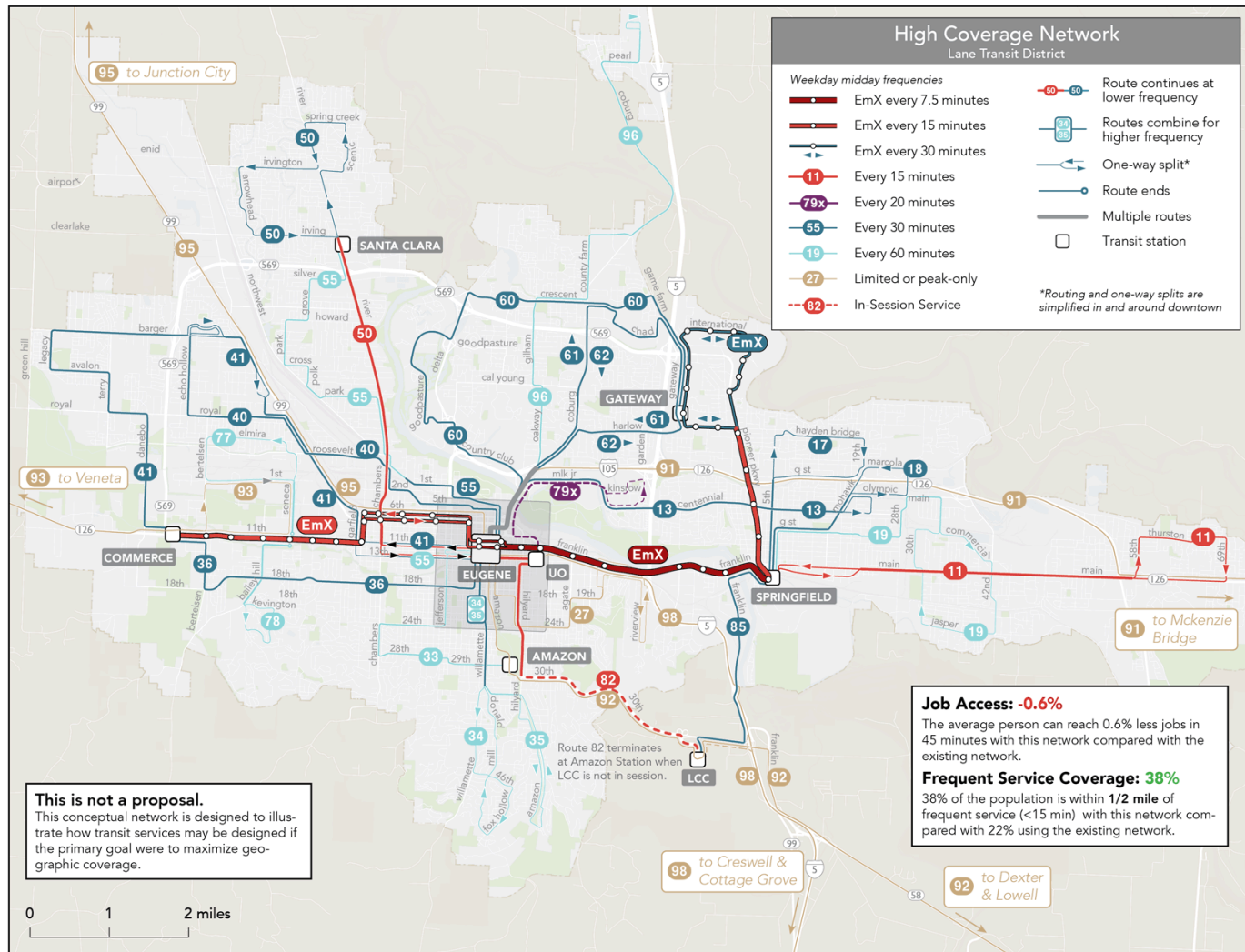


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High Ridership vs High Coverage



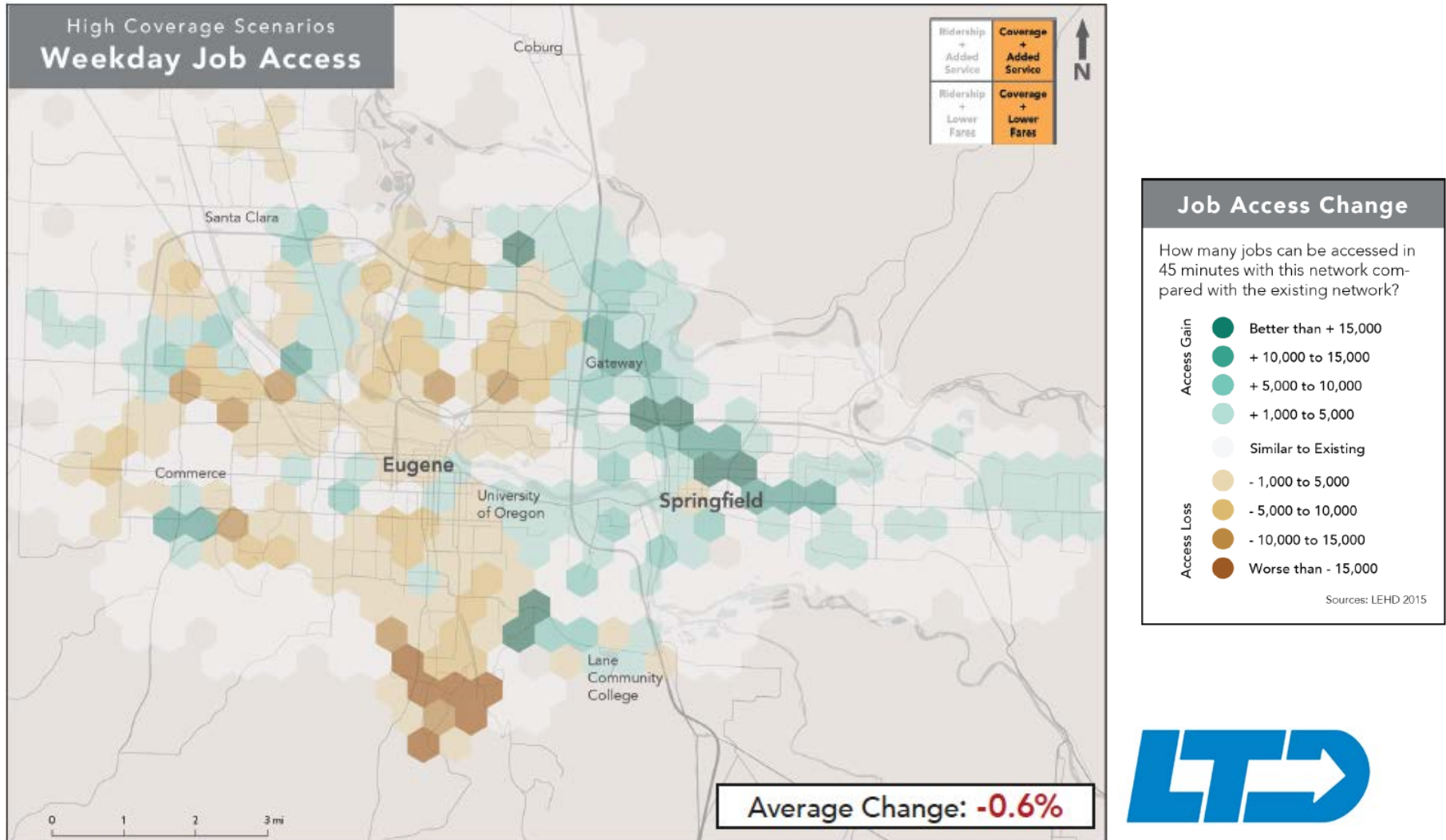
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Key Outcomes of High Coverage Network: Job Access

Little change in jobs (-0.6%) reachable in 45 minutes



More Service vs Lower Fares

If LTD focused only on adding service...

- Most routes at same frequency, 7 days per week.
(Increase to weekend service of 50%)
- Fares wouldn't change much.

If LTD focused only on lowering fares...

- Weekend service remains less frequent.
- Lower fares and more discounts: average fare could decrease by up to 50%.

Different scenarios lead to different outcomes

Scenario	Weekdays				Weekends			
	Residents near any service (1/4-mile)	Residents near frequent service (1/2-mile)*	Avg. jobs w/in 45 minutes (door-to-door)	% change in jobs within 45 minutes	Residents near any service (1/4-mile)	Residents near frequent service (1/2-mile)*	Avg. jobs w/in 45 minutes (door-to-door)	% change in jobs within 45 minutes
Existing Service	67% 162,000	22% 54,000	25,300	N/A	57% 138,000	27% 65,000	18,800	N/A
Scenario 1: Ridership + Added Service	50% 120,000	60% 145,000	28,900	+ 14%	44% 107,000	59% 143,000	27,500	+ 46%
Scenario 2: Ridership + Lower Fares	50% 120,000	60% 145,000	28,900	+ 14%	44% 107,000	17% 42,000	20,600	+ 10%
Scenario 3: Coverage + Added Service	70% 170,000	38% 92,000	25,100	- 1%	67% 163,000	37% 89,000	24,700	+ 31%
Scenario 4: Coverage + Lower Fares	70% 170,000	38% 92,000	25,100	- 1%	57% 139,000	17% 42,000	17,700	- 6%

* Frequent service means a route where a bus comes every 15 minutes or better, from at least 6 AM to 7 PM on weekdays, 8 AM to 7 PM on Saturdays, and 10 AM to 7 PM on Sundays. EmX lines would remain frequent until 10 PM.



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How far can I travel in **45 minutes** from

Coburg Rd at Cal Young Rd

at noon on a weekday?



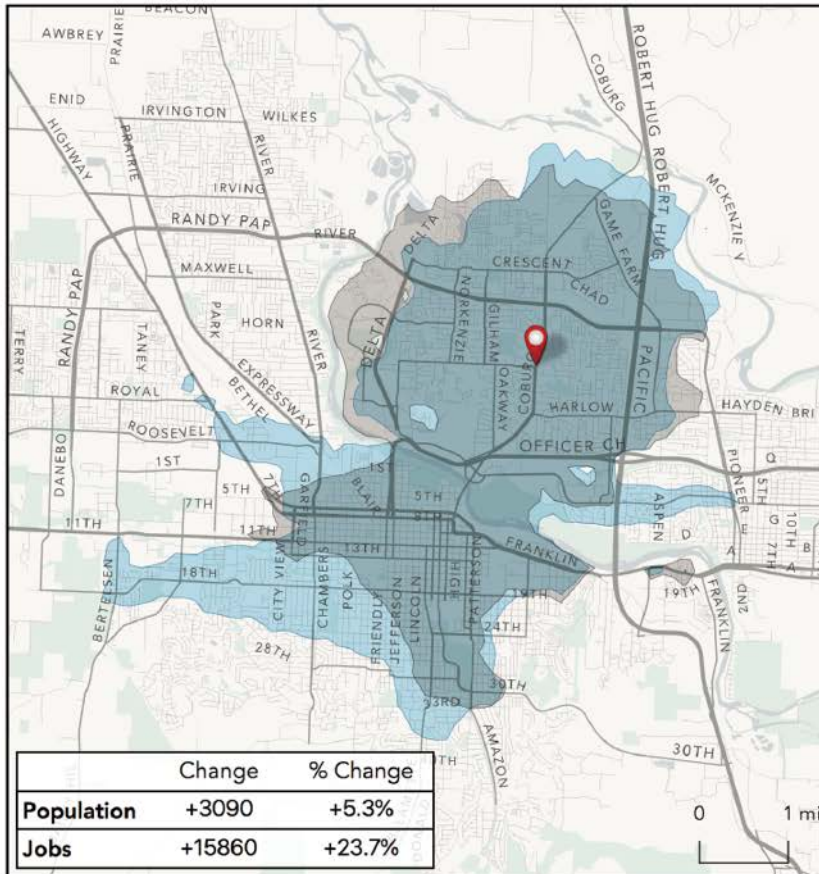
High **Ridership** + Added Service Scenario

This scenario is similar to the one below.

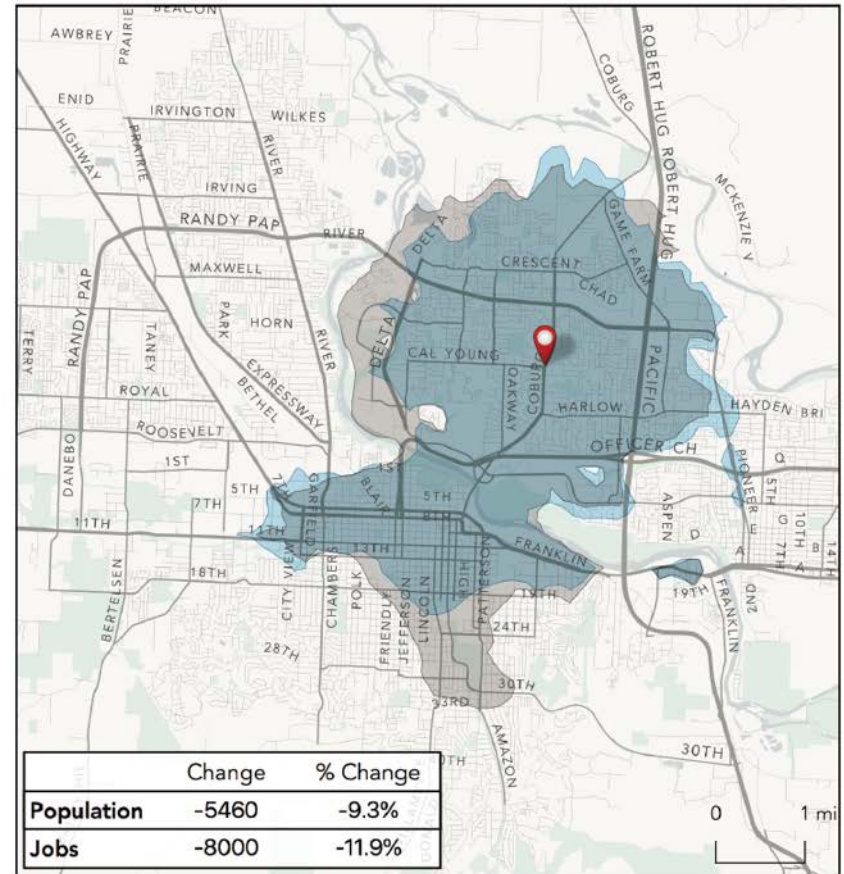
High **Coverage** + Added Service Scenario

This scenario is similar to the one below.

High **Ridership** + Lower Fares Scenario

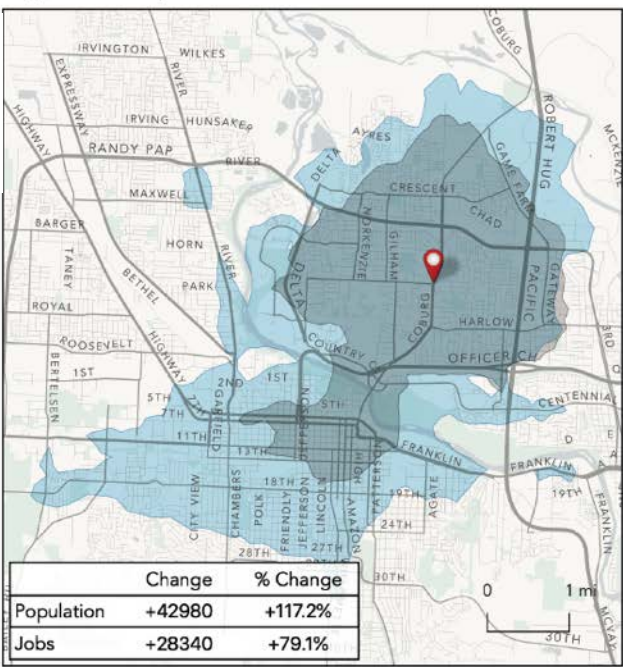


High **Coverage** + Lower Fares Scenario

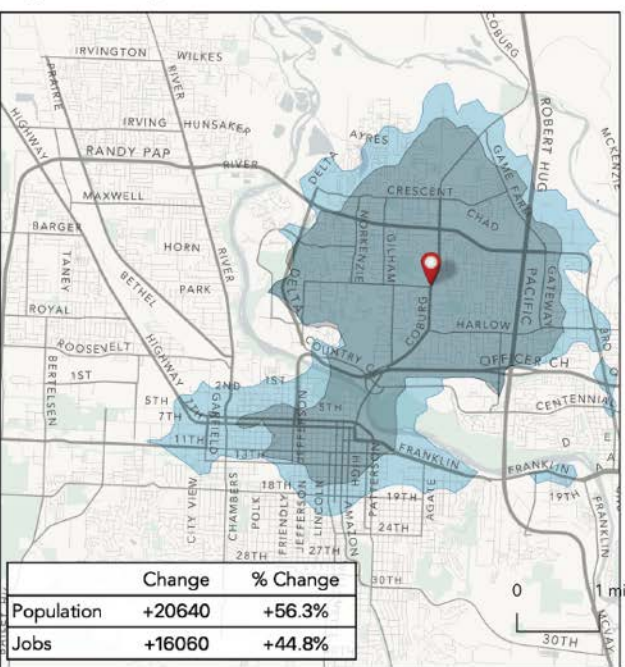


How far can I travel in 45 minutes from Coburg Rd at Cal Young Rd at noon on a Sunday?

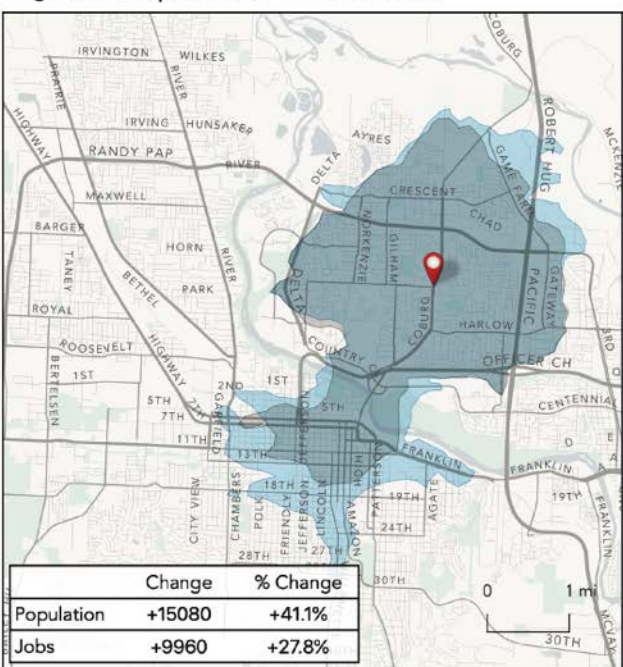
High Ridership + Added Service Scenario



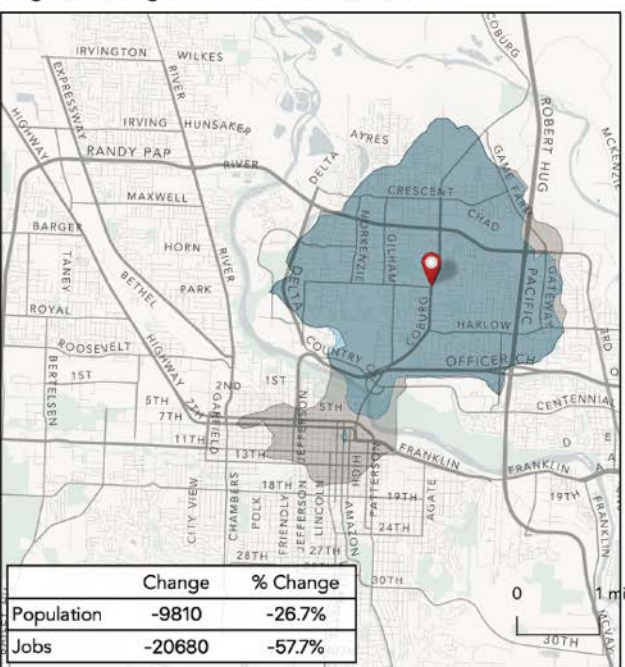
High Coverage + Added Service Scenario



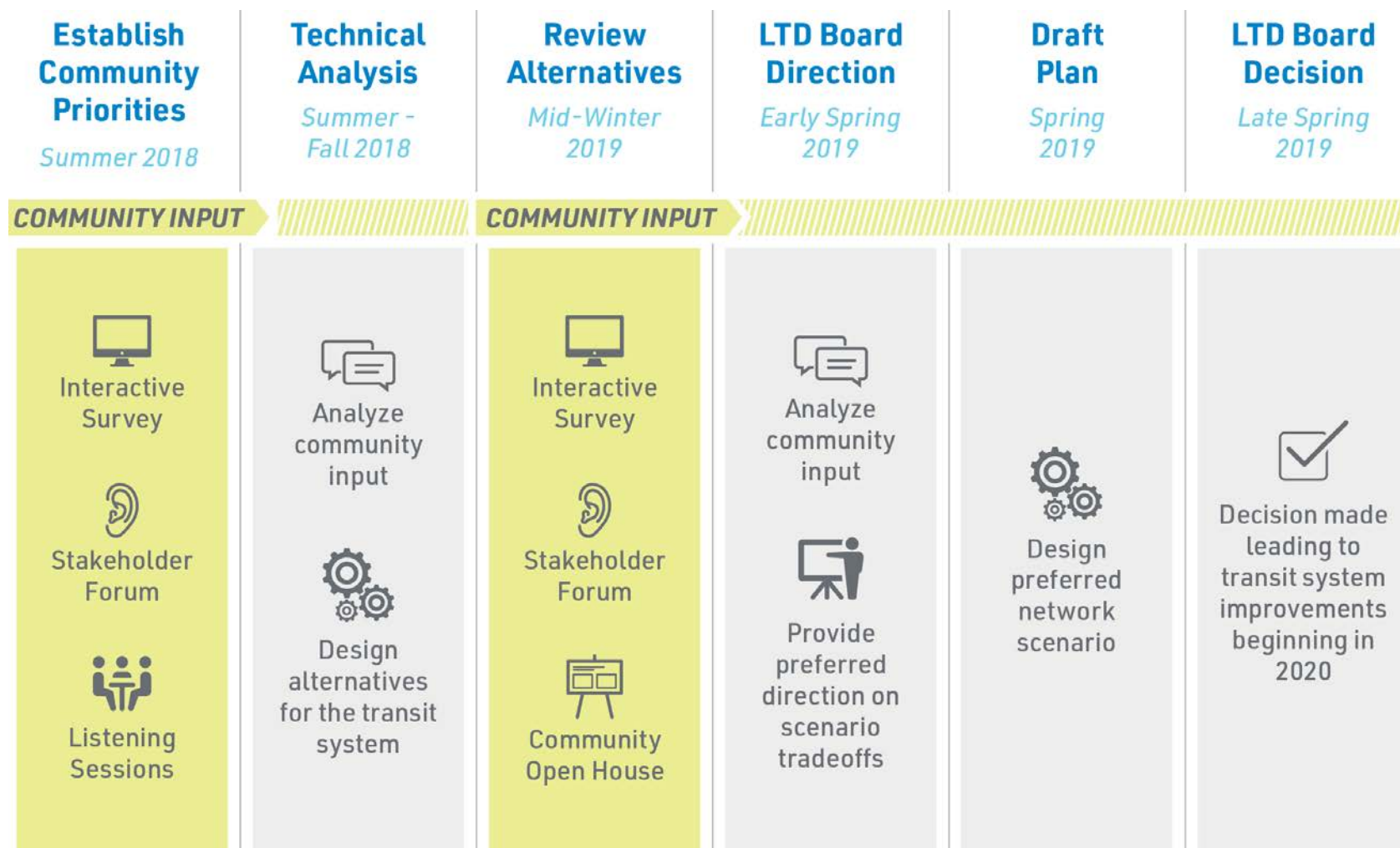
High Ridership + Lower Fares Scenario



High Coverage + Lower Fares Scenario



Process and Next Steps:



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SPC Engagement and Comments/Questions?

- What advice should SPC be developing for the Board?
- How can staff support that?
- www.LTD.org/Transit-Tomorrow
- Transit-Tomorrow@LTD.ORG



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Goal	Long-term investments in overall mobility	Near-term changes to existing transit system
Timeline	10+ years	3 years
Scope	Planning future investments on five high priority corridors in Eugene	Entire transit system across Eugene and Springfield
Focus	Transit, biking and walking	Bus service and specialty transit (RideShare, Point2Point)
Primary Agencies	City of Eugene Lane Transit District	Lane Transit District

