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# Board Work Session

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July 17, 2019

JARRETT WALKER + ASSOCIATES

# Why change the bus network?

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

# How did we get to a draft network?

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- 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 Network

# What comes next?

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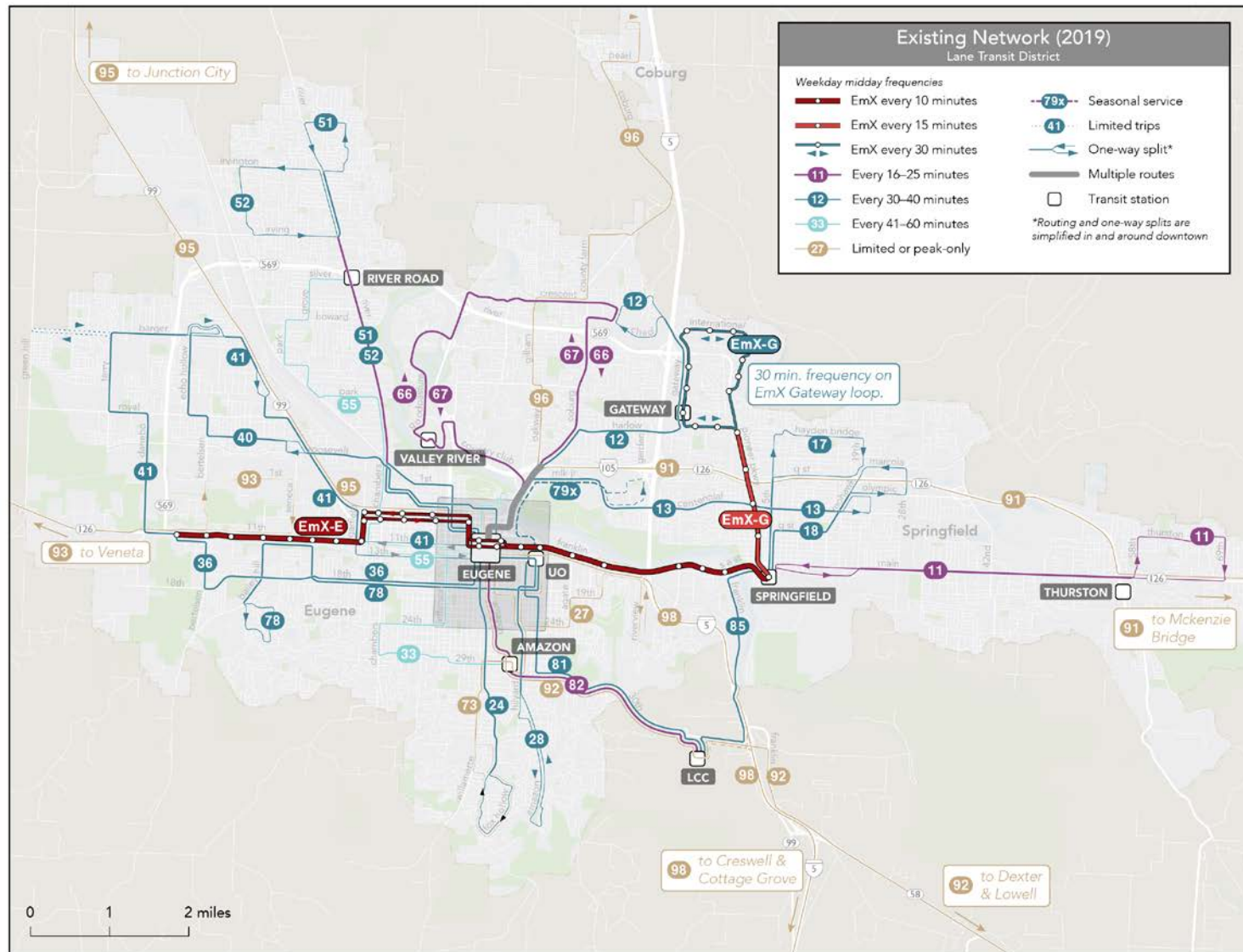
- **June-July:** gathering internal and partner comments on the Draft Plan.
- **August:** once we have incorporated comments, we will ask for your approval to turn this into a Final Plan.
- **Fall-Winter:** we will take the steps necessary to get to a Final Plan. This will include:
  - Public review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

LTD Transit Tomorrow

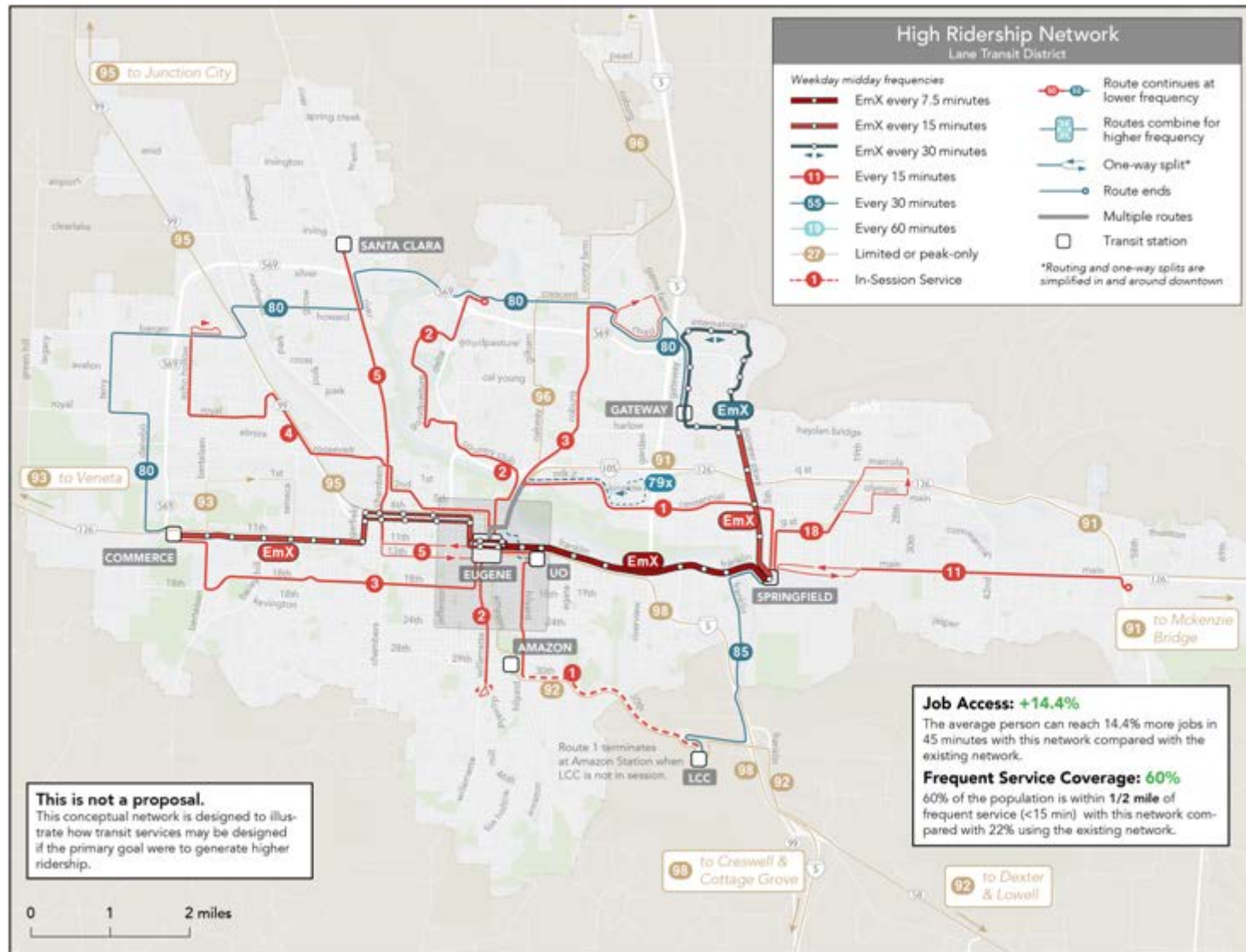
# Trade-Offs + Board Direction

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# Existing Network

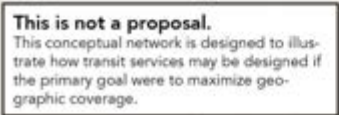


# Ridership vs. Coverage (90/10)





(65/35)





# More Service vs. Lower Fares

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

# Board Direction (March 2019)

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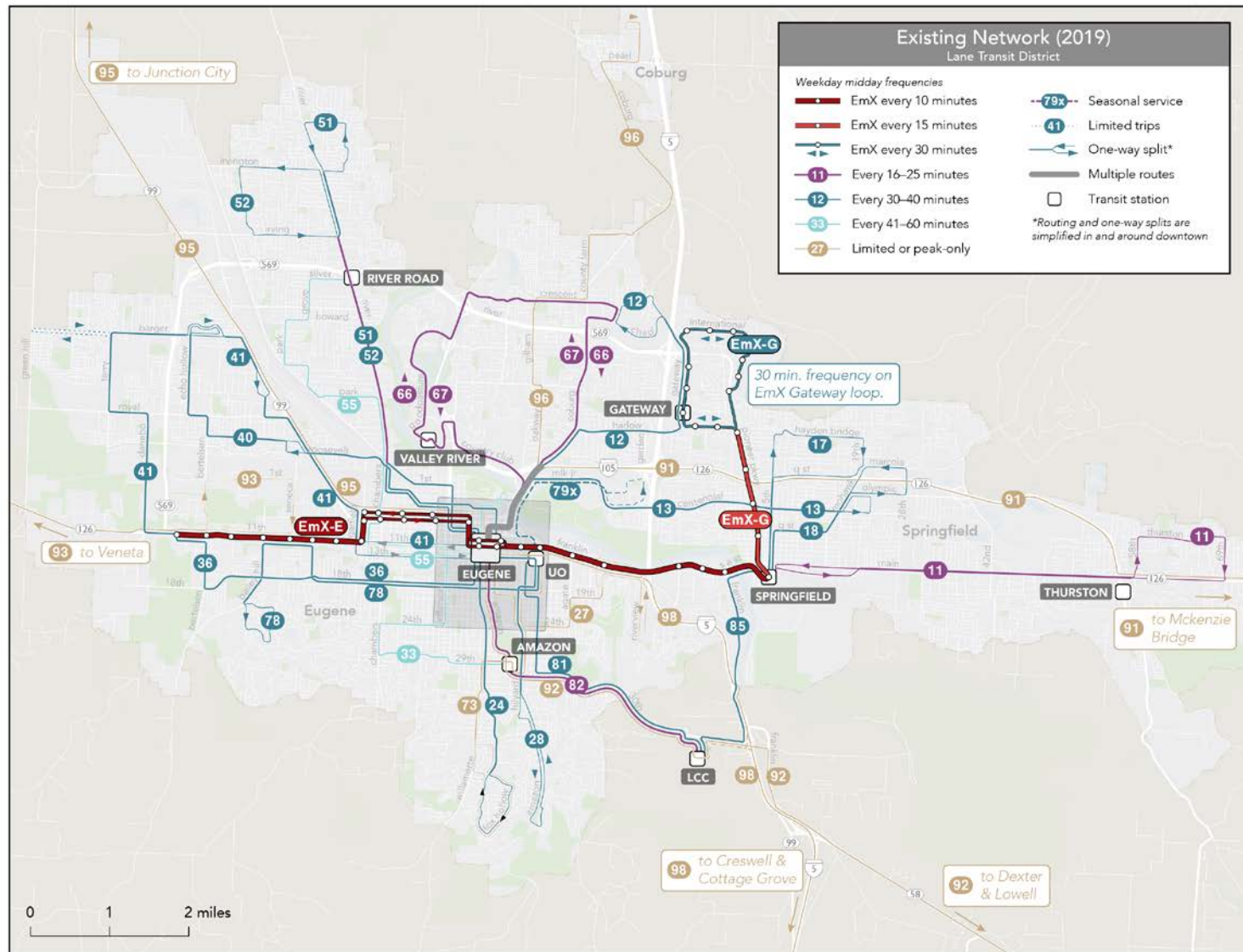
- **80 - 85% Ridership**
- 15 – 20% Coverage
- Up to 5% in service other than fixed routes
- Except for youth pass and expanded low-income program, **focus most new resources on service**

LTD Transit Tomorrow

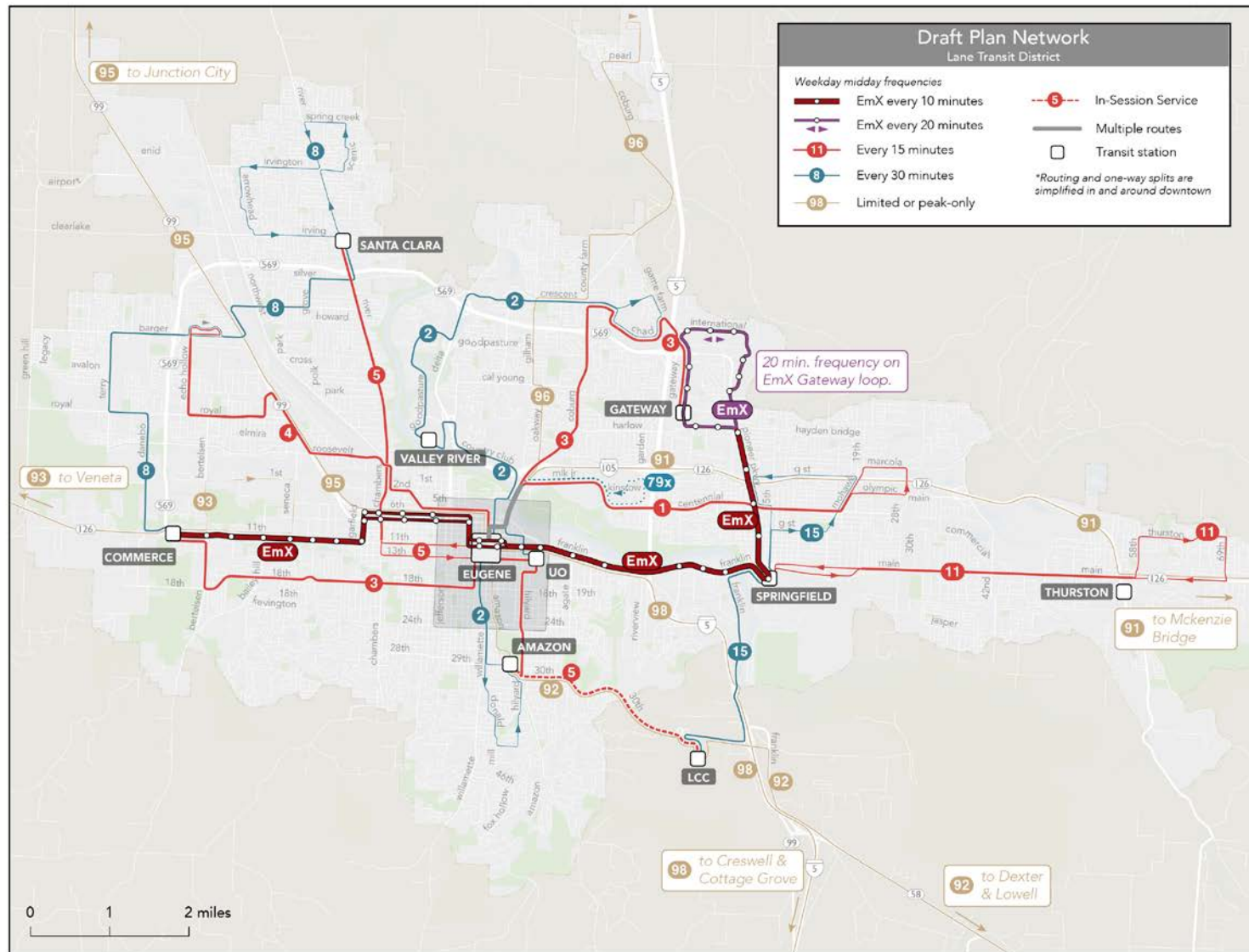
# Draft Network Plan

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# Existing Network (65% Ridership, 35% Coverage)



# Proposed Network (83% Ridership, 17% Coverage)



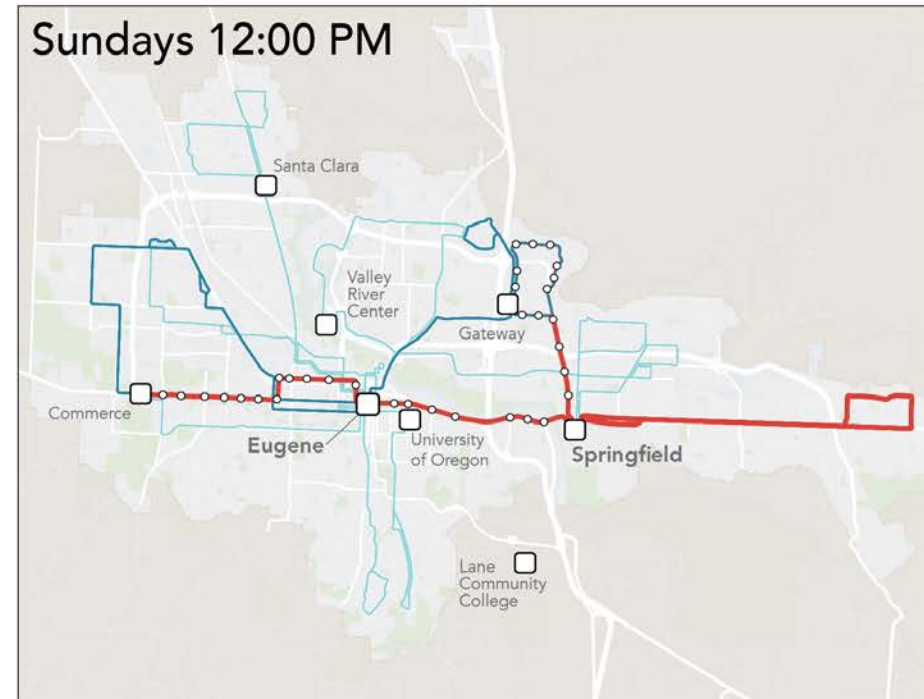
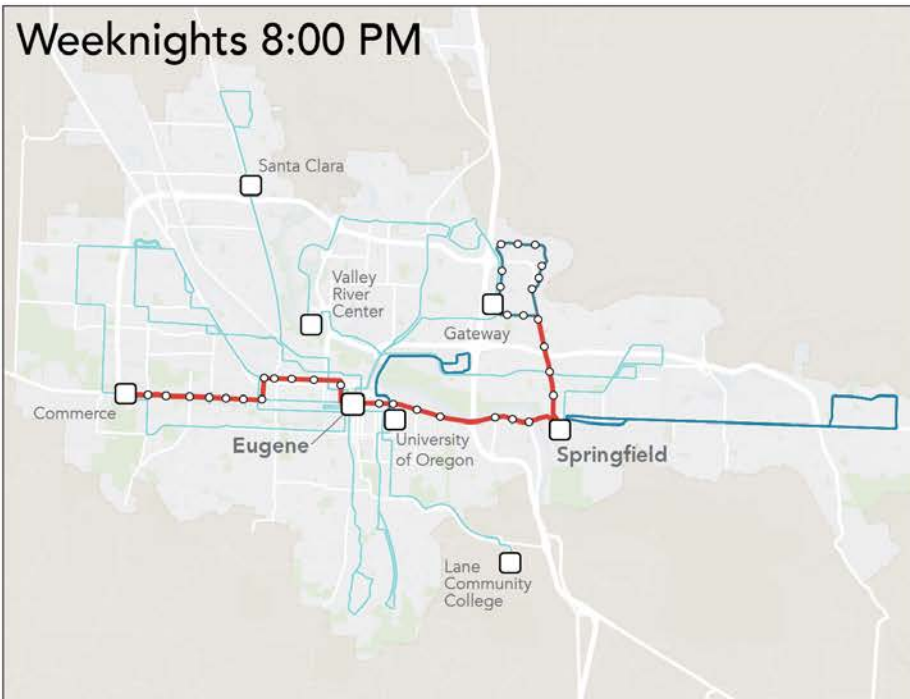
# Simpler and More Frequent Service

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- 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

# More Evening and Weekend Service

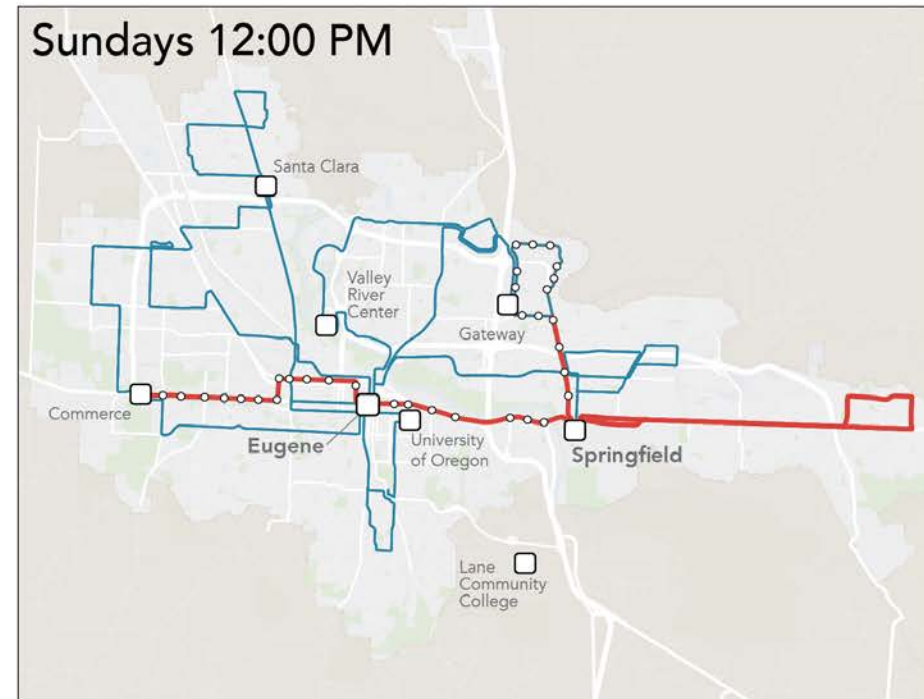
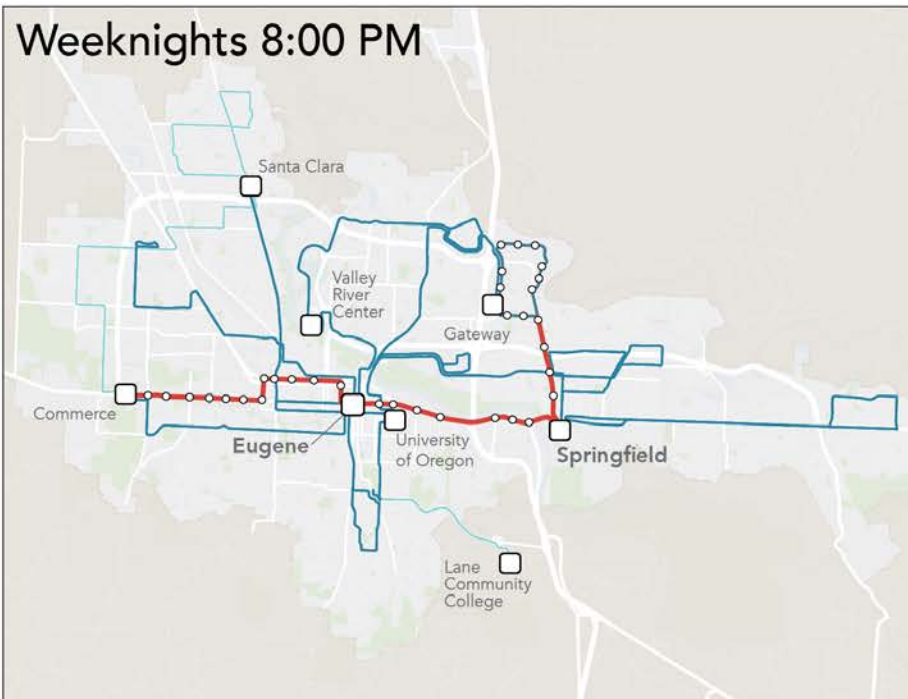
## Existing Network





# More Evening and Weekend Service

## Proposed Network



# More Evening and Weekend Service

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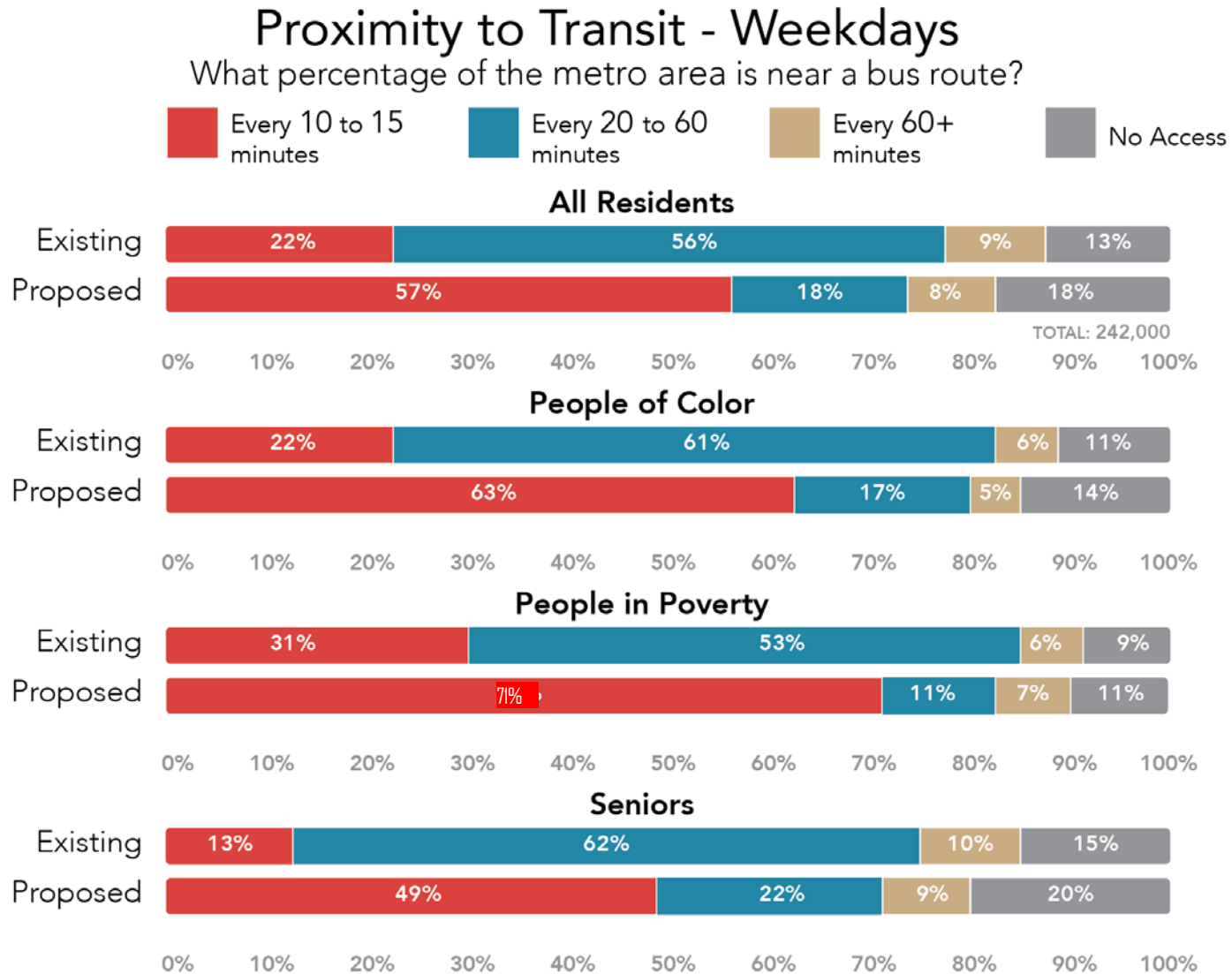
- **Service every 30 minutes or better until 10 PM** on weekdays and Saturdays
- **All routes every 30 minutes or better on Sundays**
  - ~20% more total service on weekends

# Faster Travel and More Access

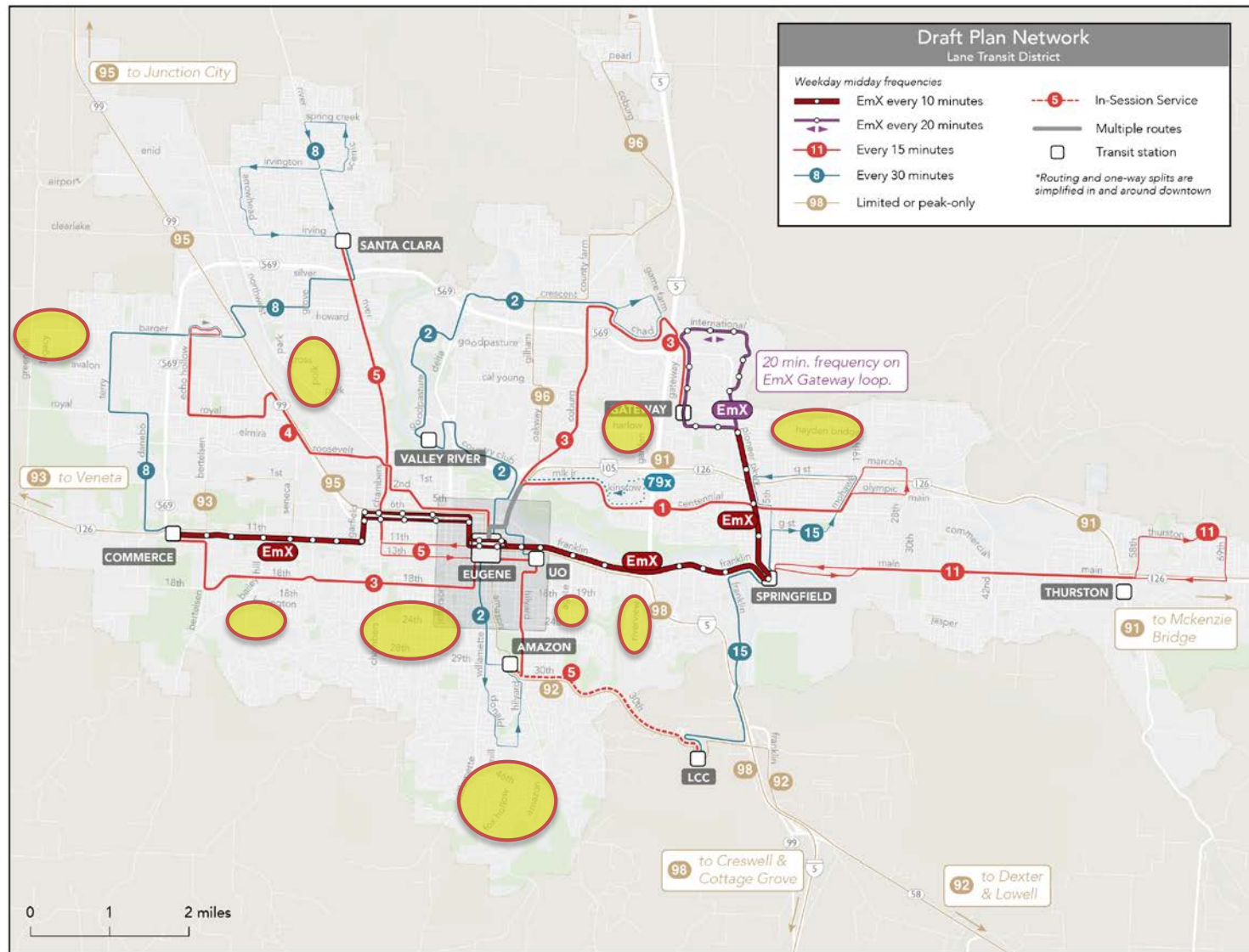
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- **In 45 minutes, the average person can reach:**
  - **20% more jobs on weekdays**, and 15% more jobs on Sundays
  - 21% more residences on weekdays, and 14% more residences on Sundays
- This means more access to all kinds of opportunity.

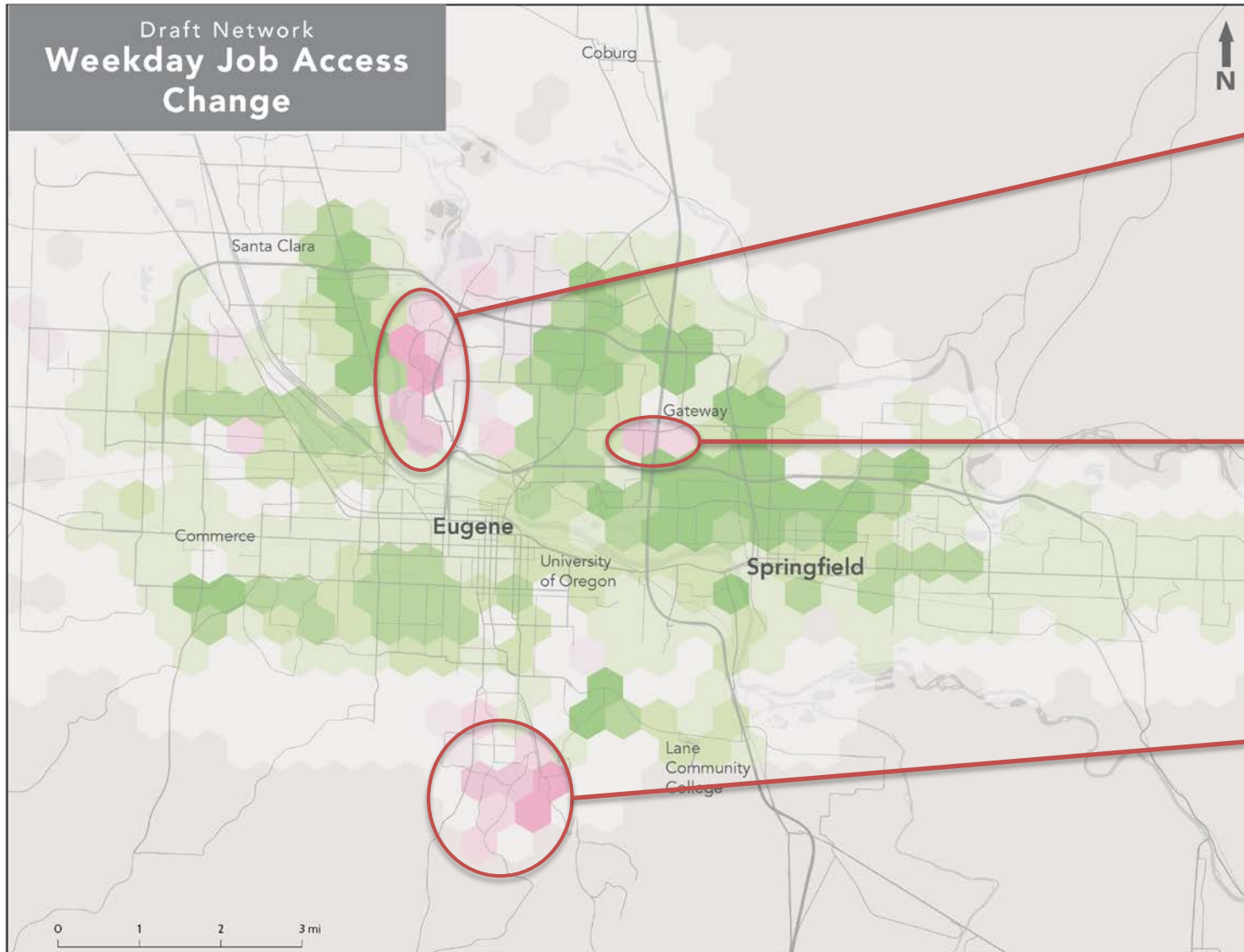
# Benefits are broadly spread...



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



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



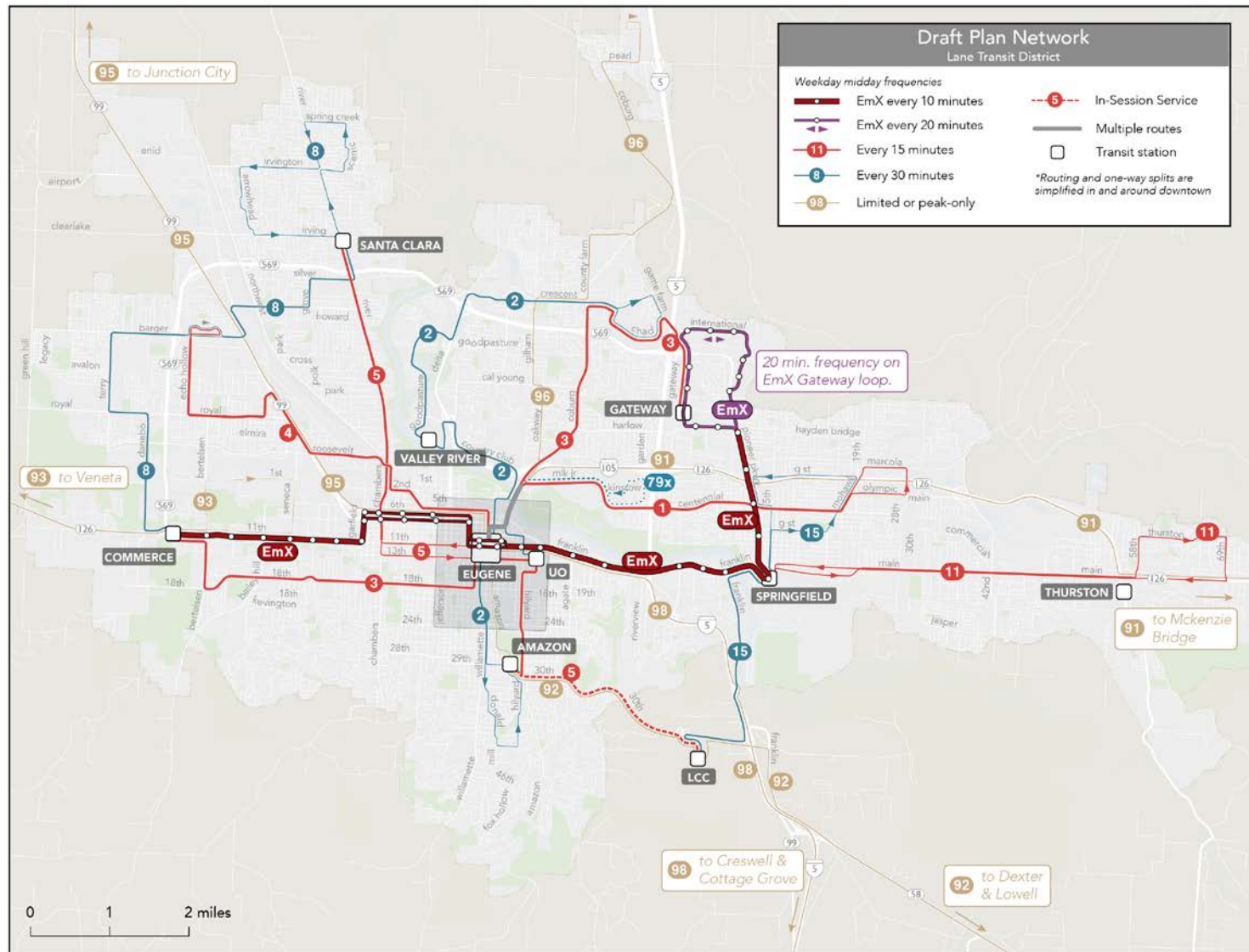
Lower weekday frequency (30 minutes) on Goodpasture Island Road, due to lots of empty land between destinations.

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.



# Proposed Network (83% Ridership, 17% Coverage)





# How did we prioritize « coverage » areas?

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- 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, Older Adults, People of Color

LTD Transit Tomorrow

# Network Phasing

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# What's included at base

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- 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

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- These would be consistent with public feedback on priorities for service improvement.
1. 15 minute Saturday service: + ~\$1.4 million
  2. 15 minute Sunday service: + ~\$1.2 million
  3. Always 30 minute or better service: + ~\$1.5 million

# What can improve with more resources?

## Coverage

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- If more resources are available, what share to dedicate to coverage, and what should that look like?
  - If most future new resources go to coverage, you will soon move past the 15-20% direction you have set.
- What are your goals in expanding coverage?

# What can improve with more resources?

## Coverage

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- If the goals are to:
  - Restore service to previous riders
  - Serve the highest number of trips
- Then it makes sense to restore infrequent fixed route services.
- Cost to restore all coverage as fixed routes: ~\$4 million.

# What can improve with more resources?

## Coverage

- If the goals are to:
  - Serve the broadest area possible
  - Provide service near the largest number of people possible
- Then on-demand service may be more cost-effective.
- **Preliminary** estimate: ~\$300,000 per square mile served.
- Best rolled-out as pilots, allowing LTD to make tweaks until you find the right balance between demand served and resources available is found.



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# Thank You!

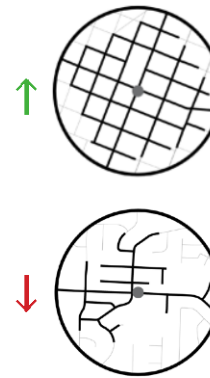
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## The Ridership Recipe: Higher Ridership, Lower Costs

**Density** *How many people, jobs, and activities are near each transit stop?*



**Walkability** *Can people walk to and from the stop?*



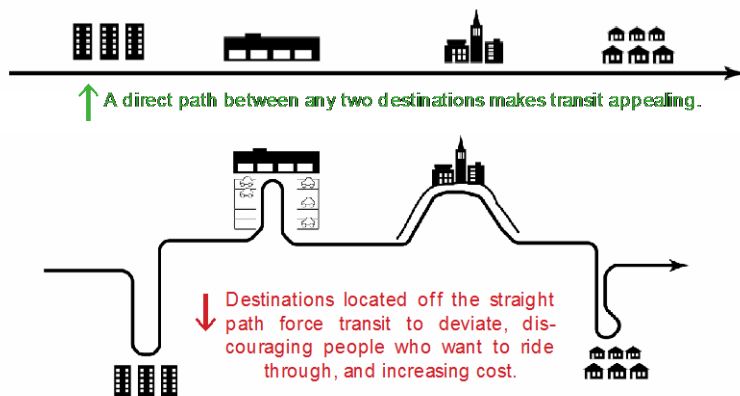
The dot at the center of these circles is a transit stop, while the circle is a 1/4 mile radius.

The whole area is within 1/4 mile, but only the black-shaded streets are within a 1/4 mile walk.



↑ It must also be safe to cross the street at a stop. You usually need the stops on both sides for two-way travel!

**Linearity** *Can transit run in reasonably straight lines?*



**Proximity** *Does transit have to traverse long gaps?*

