Exhibit Boards Used at Listening Sessions – February 2020
Welcome
Thank you for joining us today.

Purpose of today’s meeting
✓ Share the Proposed System
✓ Answer your questions
✓ Provide information about next steps & how to submit comments

Getting the most out of this meeting
✓ Sign-in & get handouts
✓ Explore the exhibits & project materials
✓ Ask the project team questions
✓ Share your feedback by submitting a comment form

Station Guide

Station 1: Sign-in Table
Station 2: Background Information
Station 3: What we Learned & What we Heard
Station 4: Proposed System
Station 5: Next Steps
Station 6: Comment Table
What is Transit Tomorrow?
A comprehensive look at LTD’s system to answer...

Does the transit system we have today meet our community’s needs and goals?

Why did we do a study?

> Our community has grown, making LTD’s 20-year-old hub & spoke system less efficient to operate
> Overall bus ridership is on the decline with the exception of EmX
> LTD is expected to adapt to meet our community’s values & needs based on:
  - Climate change & sustainability
  - Fiscal responsibility
  - Social equity
  - Safe transportation options
What we Heard...

- More evening & weekend service
- Improve connections & make transfers easier
- Reduce wait times
- Encourage transit use & grow ridership
- Provide more access for low-income, minority, older adults, youth and persons with disabilities
- Ensure connections to essential locations
- Create an efficient bus system
- Transition away from hub-and-spoke design
- Frequency & coverage are both important
Proposed System Frequency & Span

The proposed system would add more evening & weekend service.

WEEKDAYS

> 15-minute service on frequent routes until 8 p.m.
> 30-minute service until 10 p.m.
> 60-minute service until 12 a.m.
> Last outbound departure at 12 a.m.

WEEKENDS

> SATURDAY 30-minute routes until 10 p.m. & last outbound departure at 12 a.m.
> SUNDAY 30-minute service until 7 p.m. & last outbound departure at 10 p.m.
Change in Access to Transit

Access = within ½ mile

<table>
<thead>
<tr>
<th>Category</th>
<th>Proposed</th>
<th>Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JOBS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Every 10-15 minutes</td>
<td>70%</td>
<td>42%</td>
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<tr>
<td>Every 30 minutes</td>
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<td>42%</td>
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<tr>
<td>Every 60+ minutes</td>
<td>12%</td>
<td>7%</td>
</tr>
<tr>
<td>No access</td>
<td>9%</td>
<td>9%</td>
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<tr>
<td><strong>ALL RESIDENTS</strong></td>
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<tr>
<td>Every 10-15 minutes</td>
<td>57%</td>
<td>22%</td>
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<tr>
<td>Every 30 minutes</td>
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<td>56%</td>
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<tr>
<td>Every 60+ minutes</td>
<td>10%</td>
<td>9%</td>
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<tr>
<td>No access</td>
<td>18%</td>
<td>13%</td>
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<tr>
<td><strong>PEOPLE OF COLOR</strong></td>
<td></td>
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<tr>
<td>Every 10-15 minutes</td>
<td>63%</td>
<td>22%</td>
</tr>
<tr>
<td>Every 30 minutes</td>
<td></td>
<td>61%</td>
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<tr>
<td>Every 60+ minutes</td>
<td>17%</td>
<td>6%</td>
</tr>
<tr>
<td>No access</td>
<td>14%</td>
<td>11%</td>
</tr>
<tr>
<td><strong>PEOPLE EXPERIENCING POVERTY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Every 10-15 minutes</td>
<td>71%</td>
<td>31%</td>
</tr>
<tr>
<td>Every 30 minutes</td>
<td></td>
<td>53%</td>
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<td>11%</td>
<td>7%</td>
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<tr>
<td>No access</td>
<td>11%</td>
<td>9%</td>
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<tr>
<td><strong>SENIORS (65+)</strong></td>
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<tr>
<td>Every 10-15 minutes</td>
<td>49%</td>
<td>13%</td>
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<tr>
<td>Every 30 minutes</td>
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<td>62%</td>
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<td>Every 60+ minutes</td>
<td>22%</td>
<td>10%</td>
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<tr>
<td>No access</td>
<td>20%</td>
<td>15%</td>
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Change in Access to Transit

More Frequency for More People
85,000 more people would have frequency service - more than doubling the current access.

More access makes the bus a viable option for people who are not riding the bus now.

More frequency means people don’t have to rely on a bus schedule - a bus will arrive soon.

Some Longer Walks
Some people may have to walk farther to a bus stop; sometimes as much as a mile.

Some Bus Stops Removed
Stops removed currently serve 2% - or 500 – of the ~25,000 daily weekday boardings.
Meeting Community Goals & Values

Moving more people makes LTD more useful and helps our community by...

**Social Equity**
Bringing more service to more people, including people of color, seniors and those who experience poverty.

**Climate Change**
Making transit more useful. Increasing ridership is the single most important thing LTD can do to reduce greenhouse gases because it gets more cars off the road.

**Fiscal Responsibility & Efficiency**
Making the best use of LTD’s fleet. Routes with higher frequency are more convenient to use and attract more riders.
Project Timeline

WHERE WE’VE BEEN

Existing Conditions & Choices Report
June 2018

Stakeholder Outreach Phase I
Jun-Jul 2018

Pedestrian Network Analysis
January 2019

Stakeholder Outreach Phase II
Jan-Feb 2019

Draft Network Plan
August 2019

LTD Technical Analysis
Sept-Dec 2019

WHAT’S NEXT

Stakeholder Outreach Phase III
Jan-Mar 2020

Present Design Options to LTD Board
Mar 18, 2020

Public Comment Period
Mar-May 2020

Public Hearing
May 20, 2020

Board Adopts Final System
June 17, 2020

System Changes Begin
Feb 2021
COMMENT TABLE

We want to hear from you!
Submit your feedback here.

All written comments received will become part of the project record. If you need assistance, please ask a project team member.

How to Provide Feedback After Today:

✓ **Website:** Visit www.TransitTomorrow.org, click on the “Provide Feedback” button

✓ **Phone Mail Box:** (541) 682-3240

✓ **Email:** Transit-Tomorrow@LTD.org

✓ **Mail:** Lane Transit District, P.O. Box 7070, Springfield, OR 97475

✓ **In Person:** Public Hearing
  May 20, 2020 at 5:30 p.m.
  3500 East 17th Ave., Eugene, OR 97403