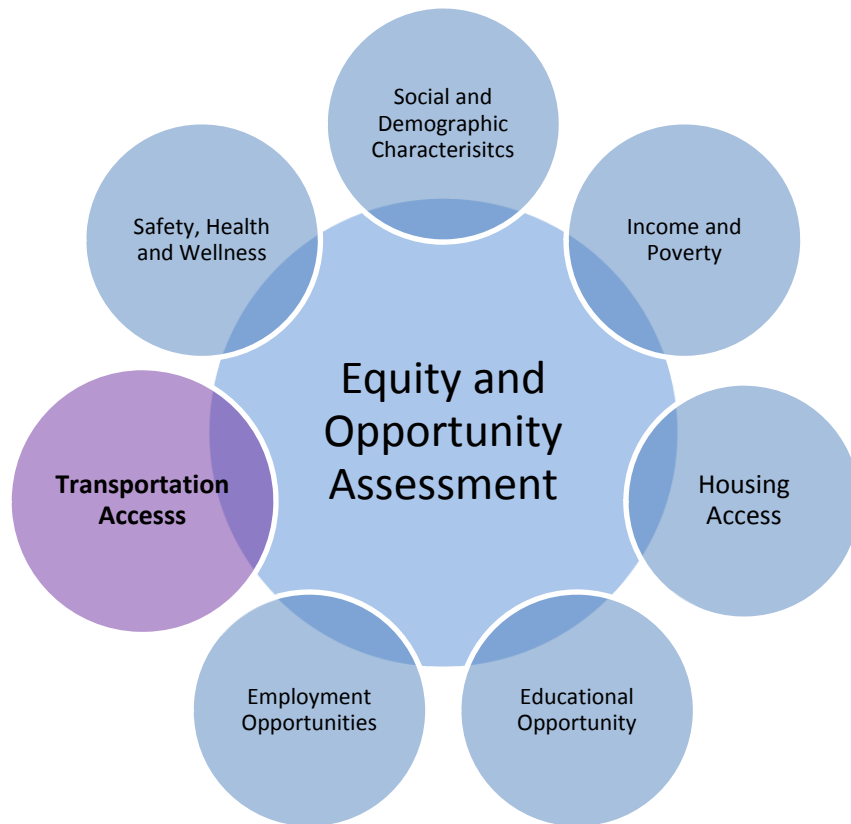


10.0 Transportation Access

Accessibility of transit is another key indicator of community livability and opportunity because it gives residents the ability to access services and opportunities such as education, employment, and housing. This chapter includes sections on commute trends in the region, types of commutes workers use, and access to public transit with the percentage of households within a ½ mile of a public transit stop.

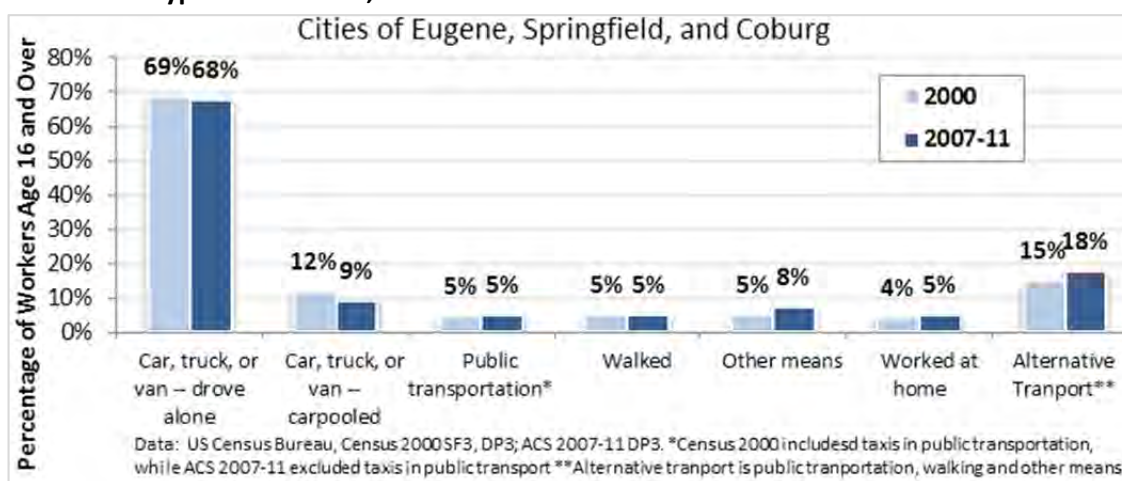


Residents that Commute

In the Cities of Eugene, Springfield, and Coburg, about 68% of the population drove alone to work and approximately 9% of the population carpoolled for the 2007-2011 time period. Since 2000, the proportions of the population that use different types of commutes have changed. While the majority of the population still drives alone to work, the percentage of people who carpool has decreased from 12% to 9% and the percentage of the population that uses an alternative mode of transportation has increased from 15% (2000) to 18% (2007-2011). Alternative transportation for the commute data includes public transit, biking, walking, and other modes.

Overall, the number of workers from 2000 to 2007-2011 has increased 5%. The amount of people who carpool has decreased 19%, and the number of people who use “other means” of transportation has increased 55% since 2000. Other areas have seen increases too, such as the number of people who work from home (21%) and the percentage of people overall who use alternative transportation (25%, this includes other means).¹⁷⁶

Chart 10.1. Type of Commute, 2000 to 2007-2011



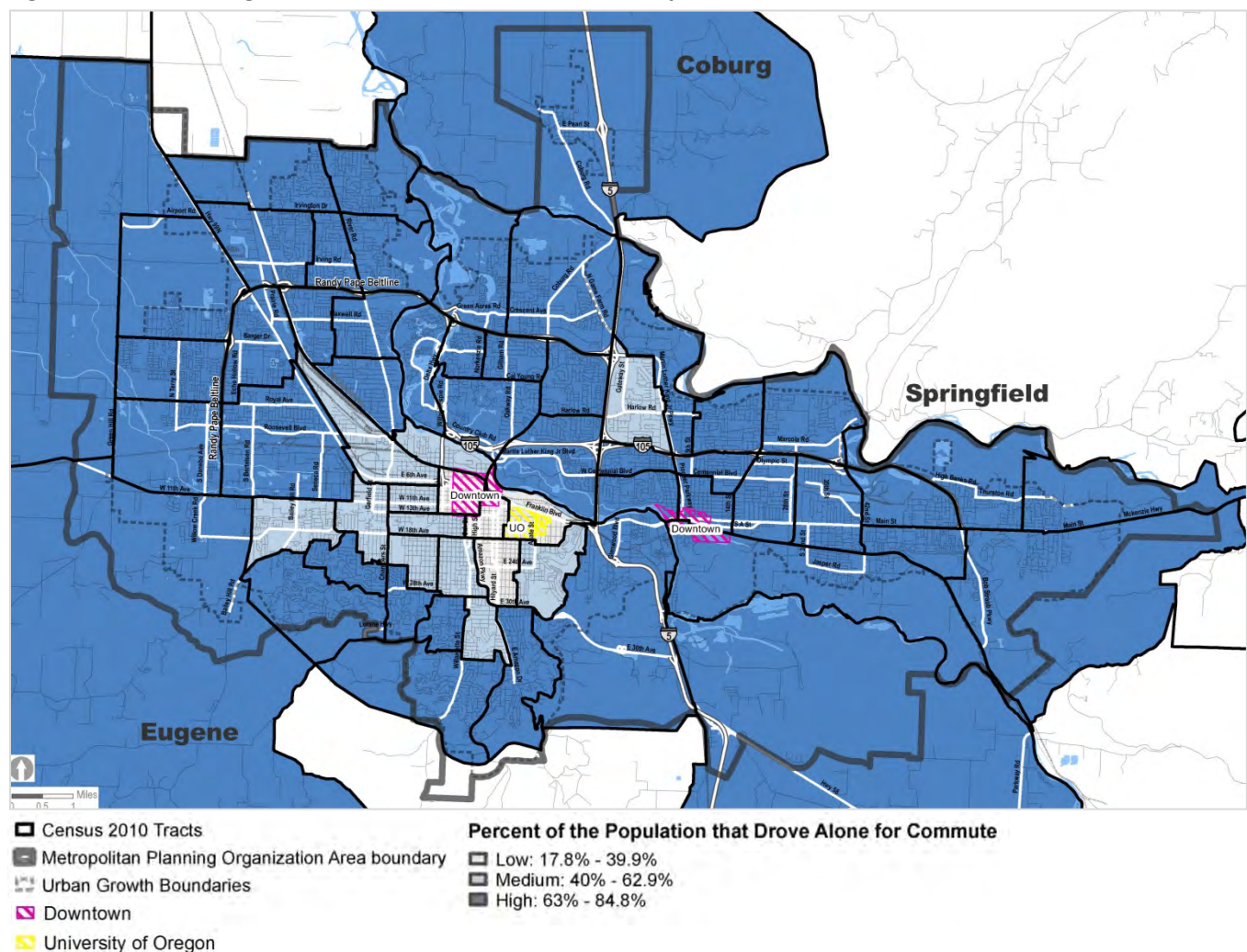
¹⁷⁶ Information on the type of commute from the US Census is based on residence, for example, when looking at tract level data, the tract represents place of residence a person used that form of commute from. Data on commuters for the tracts in the Assessment area may vary slightly from data collected for the Cities of Eugene, Springfield, and Coburg.

Commuters who Drove Alone

Information on the population that drives alone to work helps us to understand areas where people choose to drive, by choice or lack of other options. It also shows us areas where there is a dependence on automobiles, versus alternative transportation.

About 70% of commuters in the Assessment area drive alone to work. The majority of commuters in the region drive alone for their commute. Less people drive alone to work around the University area (17.8% to 39.9% of commuters) and may have chosen alternative transportation or carpooling. Around the University area and west of the University in mid-central Eugene and north-west Springfield around Gateway a medium percentage (40% to 62.9%) of workers drive alone to work.

Figure 10.1. Percentage of Commuters that Drive Alone Map, 2007-2011

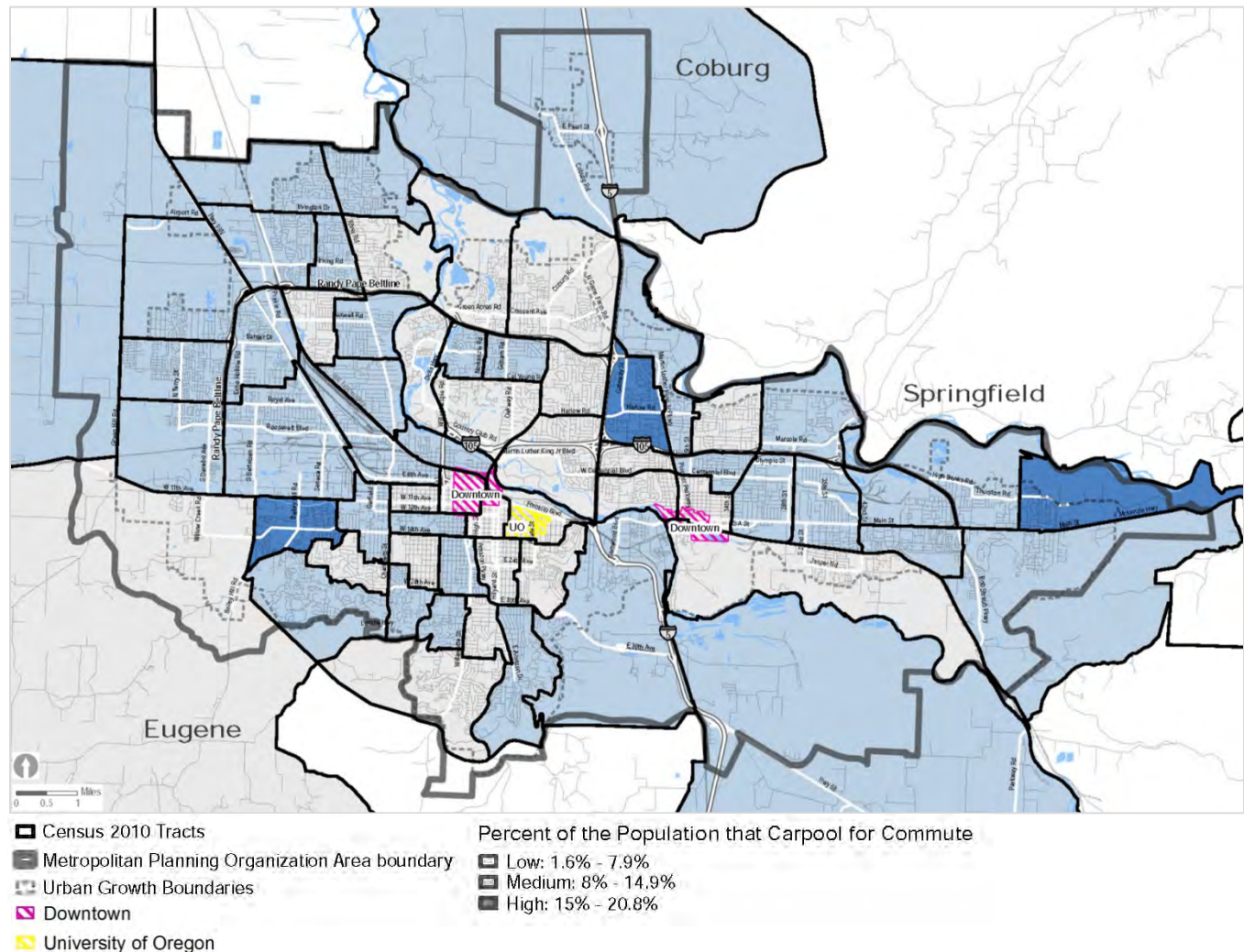


Commuters who Carpool

Information about commuters that carpool shows us where more residents choose not to drive alone. This helps us to understand where people may have other challenges related to transportation such as alternate work schedules, schedules that do not fit the public transportation schedule, or areas where using alternate transportation at night may not be an option due to perceived safety or climate. People who carpool may be more inclined to use alternative transportation.

About 12% of commuters in the Assessment area carpool. The main areas where people do not carpool are in northeast Eugene, parts of south Eugene, mid-south west and south Springfield, and the University area of Eugene. The three tracts with the highest percentages (15% to 20.8%) of commuters are in east Springfield, south-west Eugene, and the Gateway Street area. About 9% of commuters that carpool are in these three areas.

Figure 10.2. Commuters who Carpool Map, 2007-2011

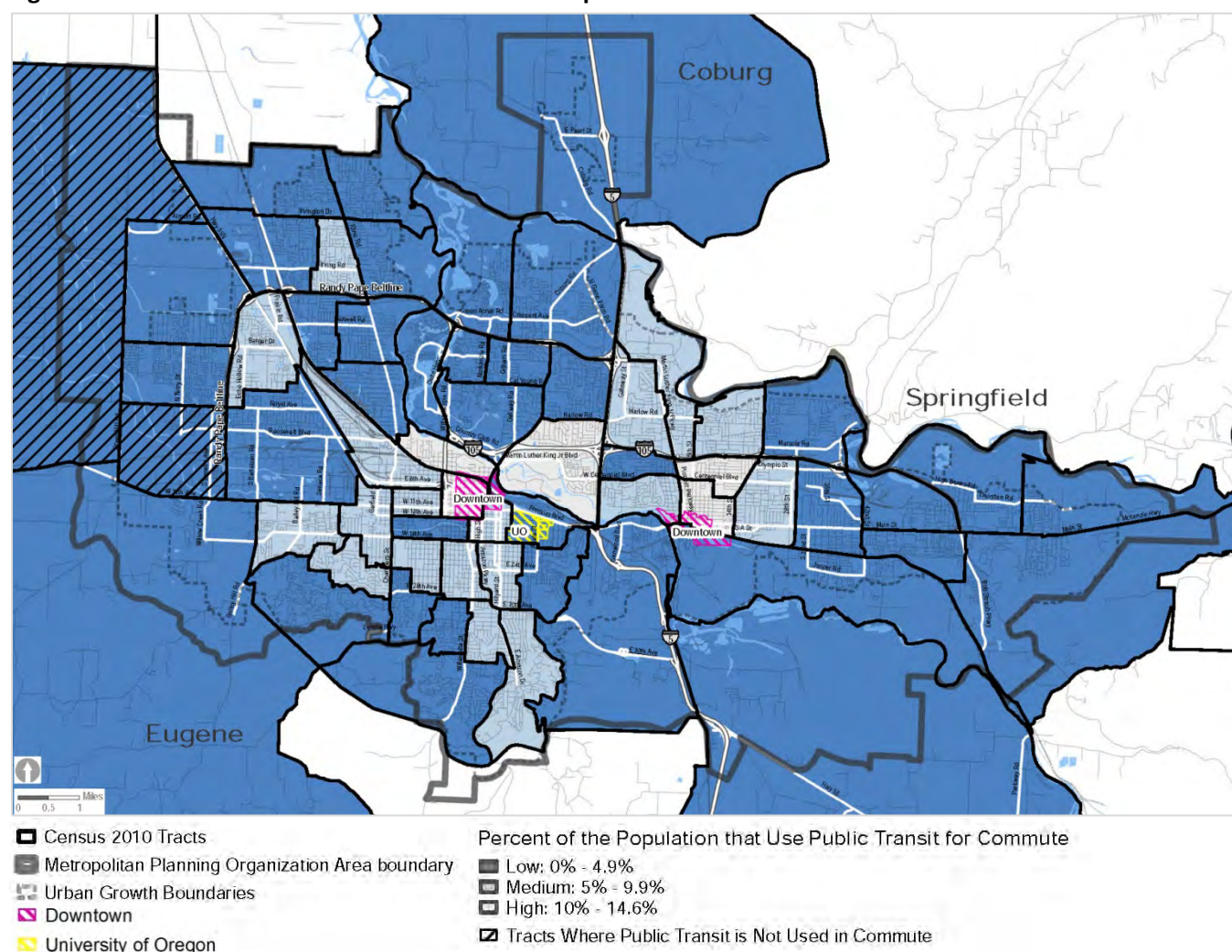


Commuters who Use Public Transit

Looking at how people get to work can help to understand where in the community people may face barriers to transportation access. Public transit accessibility is measured not only through proximity to work or home, but also cost and time schedules for many workers.¹⁷⁷

About 4% of commuters in the Assessment area use public transit. The main areas where a higher percentage of workers use public transit are in the downtown regions of Eugene and Springfield. About 30% of the population that uses public transit for commute are in the five tracts with the highest percentages (10% to 14.6%) and around 50% of the population that use public transit (2,646 people) are in the medium percentage tracts. These tracts are locations in the Hwy 99, downtown and south Eugene areas, and in Springfield along Pioneer Parkway and Main Street.

Figure 10.3. Commuters who Use Public Transit Map 2007-2011

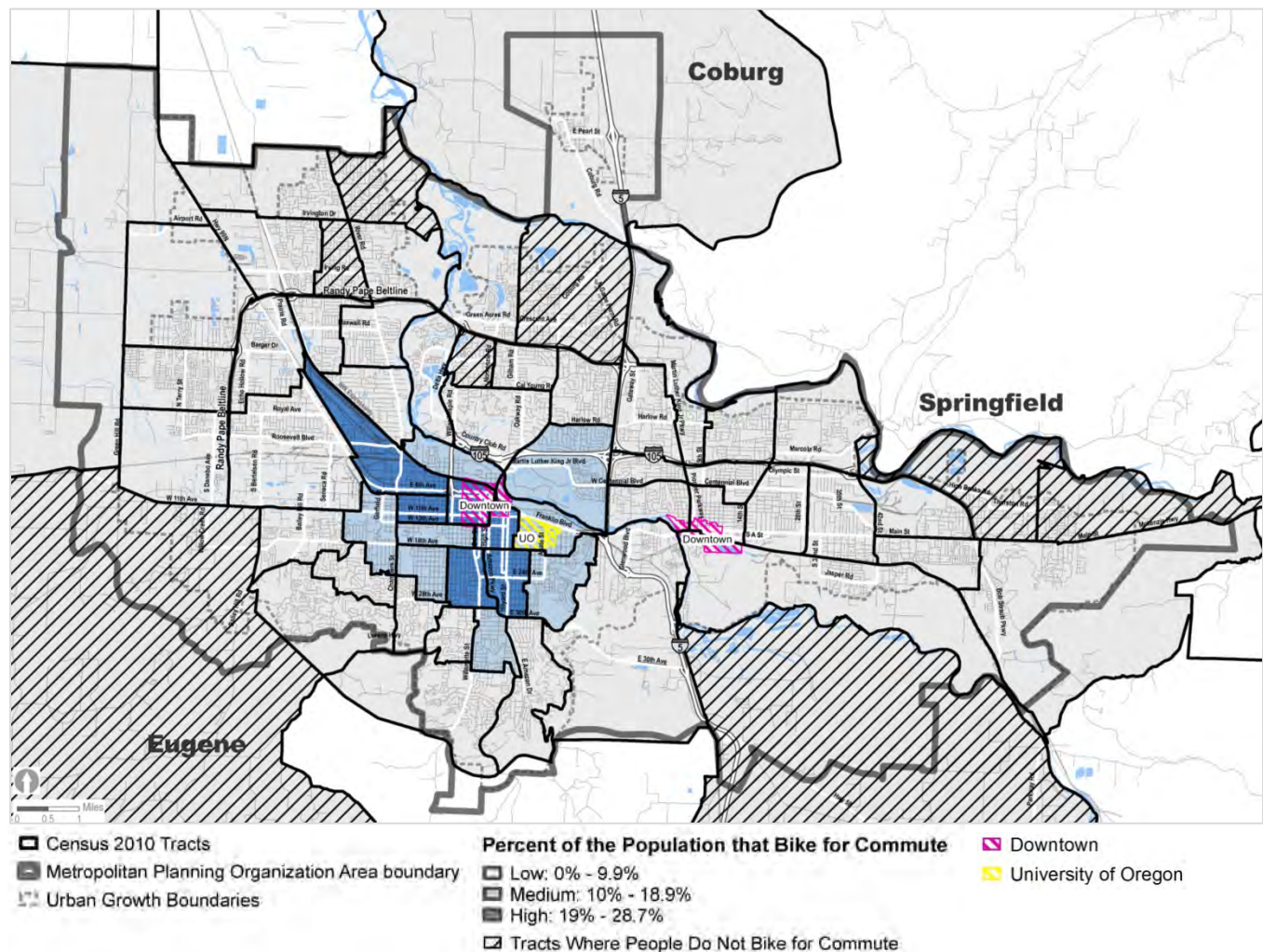


¹⁷⁷ Some of the commute data from the ACS has high margins of error, and is used here for reference only.

Commuters who Bike

In the MPO, biking is one of the most common modes of alternative transportation. Most of the region has transportation infrastructure that takes into account the needs of bicyclist, this is visible through dedicated bike paths and street lanes. The University of Oregon has started a bike-share program, and the City of Eugene is looking at bike share programs.¹⁷⁸ About 34% of workers in the Assessment area commute by bike. The main areas where workers commute by bike are west of the University, mid-central, Downtown, and Trainsong areas of Eugene. These areas have the highest percentages (19% to 28.7%) of commuters that bike to work. Areas with the most bike commuters are visible in the central core and University areas of Eugene. In the remaining areas, less than 10% of workers commute to work by tract. In tracts with black cross-hatch (diagonal lines) no workers commute by bike.

Figure 10.4. Commuters who Bike Map, 2007-2011



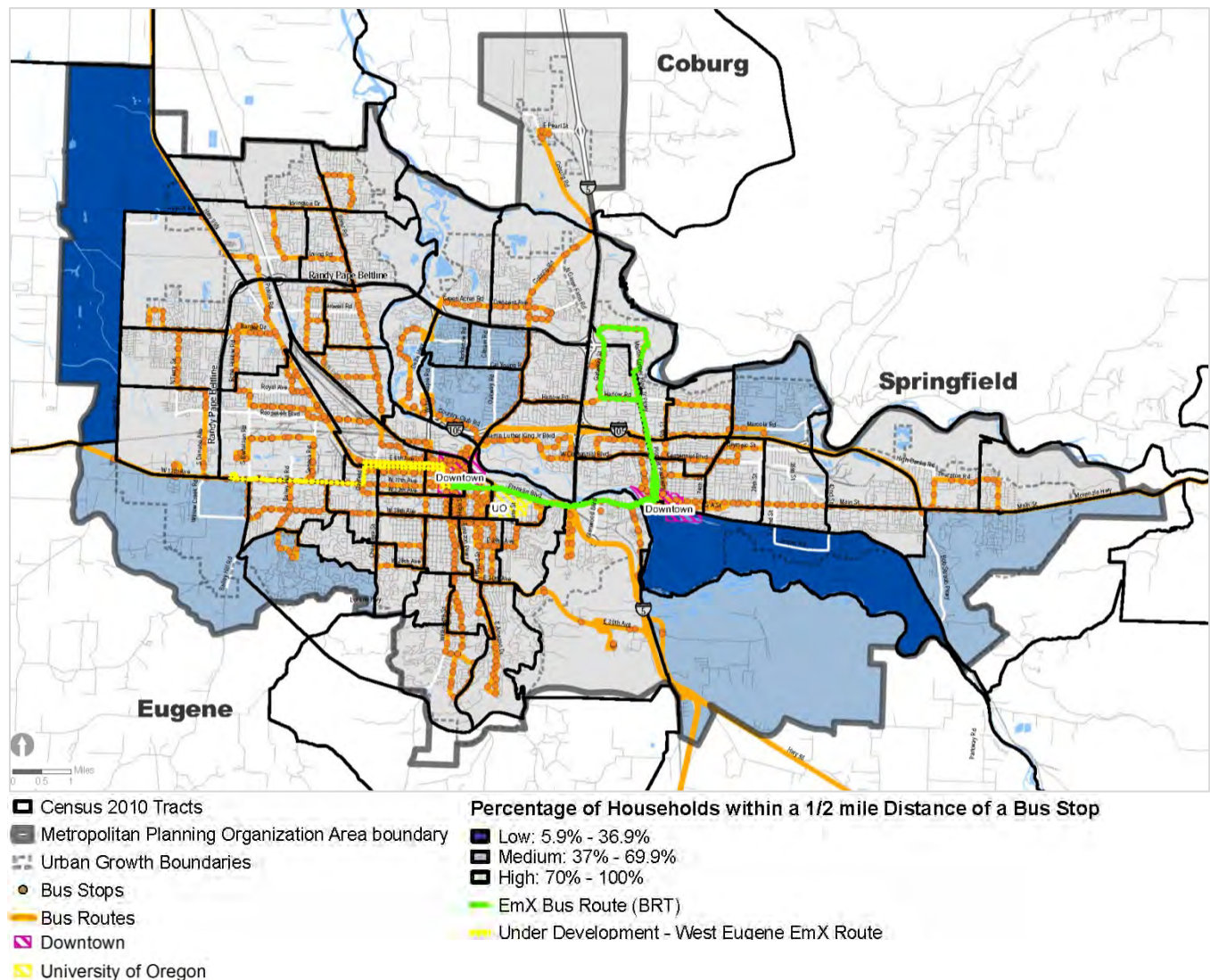
¹⁷⁸ The Register Guard. *City Eyes Bike Sharing*. December 8, 2013 <http://www.registerguard.com/rg/news/local/30826321-75/bike-share-system-bikes-eugene.html.csp>

Access to Public Transit

Access to transportation enables residents to travel outside their neighborhood for education, employment, or services. When transit is less accessible through cost and/or location, residents can become isolated and do not have as much access to opportunities. Residents also may have to rely on automobiles in areas with less public transit, and this can be a financial hardship.

About 92% of residences in the MPO are within a ½ mile of a bus stop. There are two areas with lower access (5.9% to 36.9% of households), these are in west Eugene, and south Springfield.¹⁷⁹

Figure 10.5. Access to Public Transit Map, 2013



¹⁷⁹ Percentage of households based on residential site addresses within the MPO boundary only.

Lane Transit District (LTD) is the regional public transit system which has a fairly comprehensive routing system for urban and rural areas of the county. The 2011 Origin/Destination Study by LTD provides comprehensive social and economic information about riders.¹⁸⁰

In October 2011, LTD had over 1,114,580 boardings, which is an increase of 7% from October 2007-October 2011. This survey had about 87% of the 8,617 surveys returned. General information from the survey shows:

- LTD riders are primarily commuters with 51% riding 4-6 days a week and over 27% using LTD daily
- 33% of riders are transit dependent
- 16% of riders do not have a license or vehicle, and 17% have a license but no vehicle
- The majority of riders (33%) are riding the bus to college, and 28% ride the bus to work
- 33% of riders are dependent on the bus system
- About 66% of riders have incomes of \$25,000 or less; (this is overall and excluding students over 20 years old)
- About 68% of riders are students with incomes below \$25,000
- To access bus stops, 86% of riders walk to the bus
- Around 5% of riders needed assistance
- 64% of riders are under age 30
- 6% of riders were over 60 years of age, and 14% of these riders need assistance
- 56% of riders are students, of these, 9% are employed and students
- 17% of riders are employed and not students
- 27% are not employed or students
- About 86% of riders said they would continue to use LTD in 2012, 14% said they would probably use the bus less in the year and 7% plan to get a car
- The age of riders has stayed relatively the same, with most riders falling in the 20-24 age group, indicating a heavy influence by University and college students
- Riders with incomes over \$45,000 are more likely to ride only one bus per trip, compared to other riders with lower incomes
- Most riders take the bus for work, school, or shopping.
- Student riders: University of Oregon: 45% of student riders, LCC: 36%, and 19% attend a secondary school
- When the free bus program ended for middle and high school students in 2011, the counts for students was reduced
- The Origins and Destination Report also provides information about assistance needs of riders. Overall, riders who needed assistance felt that their needs were being met very well (36%), only 3% of these riders reported they felt their needs were poorly met. The most common assistance a rider needed was stop announcements and the lift/ramp for boarding/deboarding the bus.

180 Lane Transit District, *2011 Origin/Destination Study, Research Report*, February 2012.
[http://www.ltd.org/pdf/2012%20FINAL%20O&D%20Report%20\(2-08-2012\).pdf](http://www.ltd.org/pdf/2012%20FINAL%20O&D%20Report%20(2-08-2012).pdf)

- About 5% of riders needed assistance and a small portion of riders have service animals (0.4%) or personal assistants (1%). Of the riders with service animals, 25% said they felt their needs were being poorly met.
- Looking at how riders perceive the accessibility of the public transit and the availability of public transit for helps to identify how this service in the community is working. Not only do some populations with disabilities depend on public transit, but also youth, and older/elderly populations.
- Most riders, regardless of ethnicity commented that LTD met their needs very well. Very few riders of any ethnicity reported that their needs were met poorly except for African American riders, where 10% reported their needs were met poorly, but it is also important to note that 38% reported their needs were met very well.
- A few of the top service improvements in the survey were a need for later evening service, more frequent weekend service, schedule information at bus stops, and more bus shelters.¹⁸¹

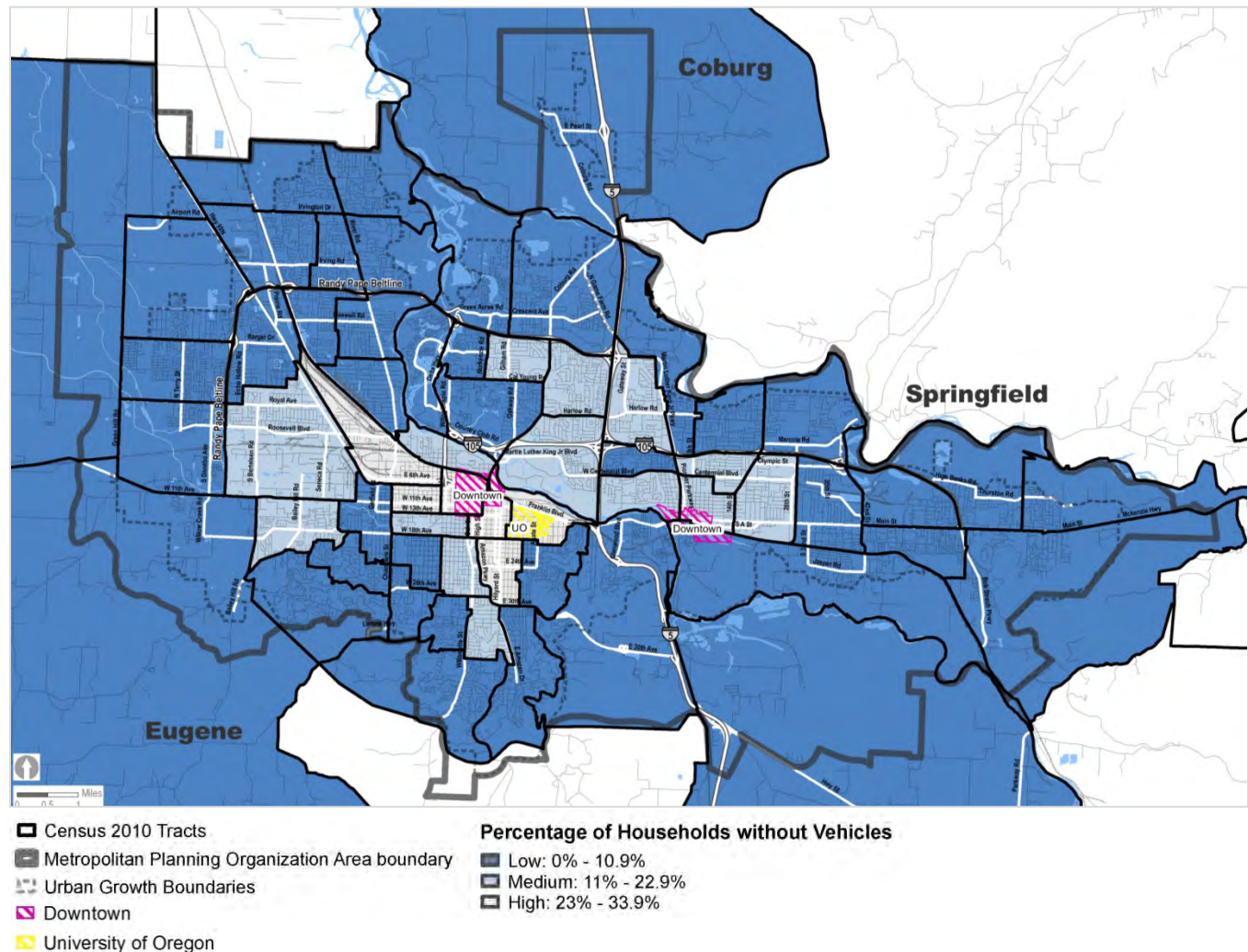
¹⁸¹ Lane Transit District, *2011 Origin/Destination Study*, Research Report, , February 2012.

Households with No Vehicles

People who choose to not have vehicle use alternate transportation such as biking, public transit, or walking. Other people do not have a vehicle because the costs are prohibitive, or they experience other barriers to car ownership. About 10% of households in the Assessment area do not have a vehicle.

The main areas where households do not have vehicles are centered around Downtown, west Eugene Hwy 99, and the University areas. These six tracts have the highest percentages (23% to 33.9%) of households without vehicles. About 30% of households without vehicles are in these six tracts. The University and Downtown Eugene areas are different than the West Eugene Hwy 99 area. The University and Downtown Eugene are college and urban retail environments, while the west Eugene Hwy 99 area is more commercial/industrial and single family residential. The following land use map illustrates these uses in the three areas.

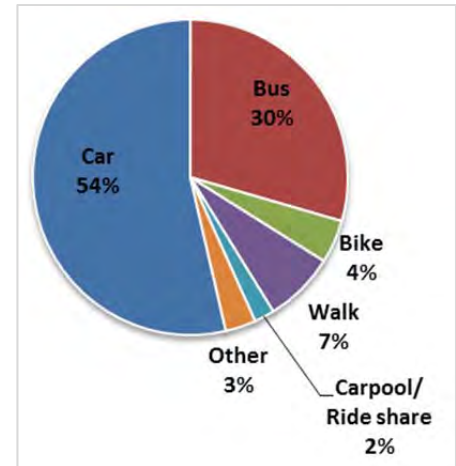
Figure 10.6. Households without a Vehicle Map, 2007-2011



Affordable Housing Resident Transportation

About 54% of residents in the Affordable Housing survey said their primary mode of transportation is a personal car, another 30% reported they travel by bus, 7% walk, 4% bike, and the other 5% carpool or choose a different method.¹⁸² Transportation has been mentioned as a major concern for residents of affordable housing developments. Residents report that not only the cost of personal transportation by car is a prohibitive cost, but that also the public bus system is expensive. About 31% of residents have a bus pass, however 66% said they would use the bus if passes cost less. This is even more of a concern to families since they have to purchase passes not only for themselves, but also for their children over age 5. A set of bus passes for a family with two adults and two children will cost \$144 per month, adults are \$48 and youth \$24.¹⁸³ Residents also had concerns about traffic safety, and identified challenges of using public transportation including grocery shopping, infrequency and lack of service in areas, difficulty access bus stops (sidewalks, lighting, crosswalks), and dealing with the weather when walking and waiting for the bus.¹⁸⁴ Many residents in the survey said that if they could, they would own a car because it was easier and more convenient.¹⁸⁵

Chart 10.2. Affordable Housing Resident Transportation Type



¹⁸² Equity and Opportunity Assessment Outreach Project, 2013 Focus Groups and Affordable Housing Community Survey, Report of Findings and Recommendations, November 2013, draft

¹⁸³ Lane Transit District. Fares and Passes. <http://www.ltd.org/faresandpasses.html?SESSIONID=76bf8af086b71542bc49eb3570d1d745>

¹⁸⁴ Equity and Opportunity Assessment Outreach Project, 2013 Focus Groups and Affordable Housing Community Survey

¹⁸⁵ Equity and Opportunity Assessment Outreach Project, 2013 Focus Groups and Affordable Housing Community Survey

Conclusions

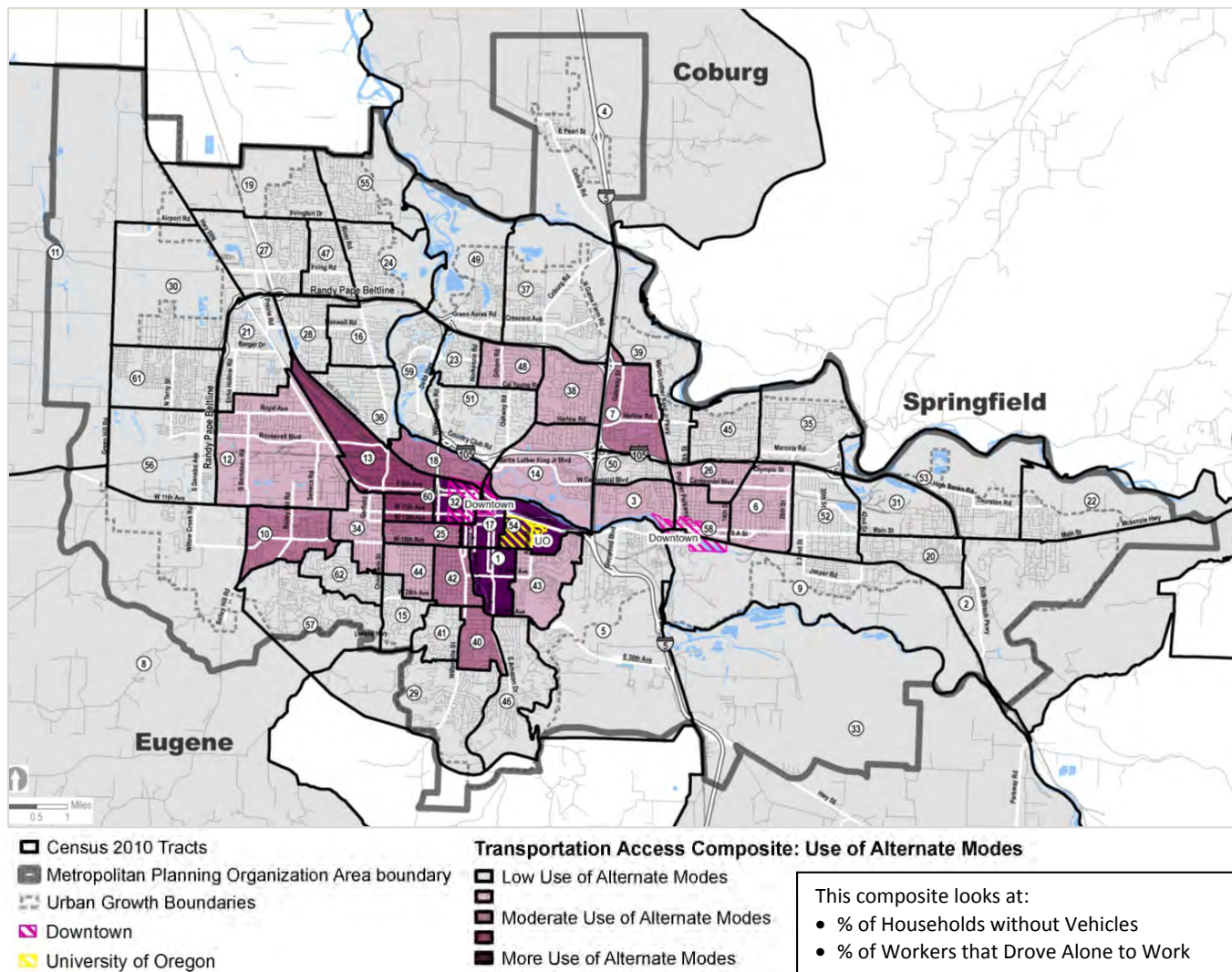
Transportation is a critical stepping stone to how residents interact with their neighborhood and the community. Access to reliable, affordable transportation is a key component of a livable neighborhood and acts as a conduit to providing residents with greater opportunities. Findings from this Assessment that highlight challenges and opportunities for residents are outlined below.

- More people seem to be using alternative transportation. Areas where fewer people drive alone are in the University and downtown areas of Eugene.
- About 70% of workers commuted in a personal vehicle in the 2007-2011 time period, however, the percentages of people driving instead of using alternative or other transportation have decreased.
- About 12% of commuters carpool. The three tracts with the highest percentages (15% to 20.8%) of commuters who carpool are located in the south West 11th Corridor in Eugene, in the Gateway St area, and East Springfield.
- Only about 4% of commuters reported they used public transit in the Assessment area. There were five tracts with the highest percentages (10% to 14.6%) of commuters that used public transit, and 20% of commuters that used transit were in these tracts. These areas are located in Downtown Eugene, and Downtown Springfield. Notably, 50% of commuters that used public transit were in the medium percentage category tracts. These locations reflect where commuters live, showing that most people who take public transit to work live near the Downtown and core areas, or on direct transit corridors.
- In the Assessment area, about 10% (10,580) of households do not have a vehicle, and a majority of these households are in the central area of Eugene in Downtown, the University area, and West Eugene Hwy 99. In these 6 tracts with the highest percentages about 23% to 33.9% of households are without vehicles. About 30% (3,171) of households without vehicles are in these tracts.
- Around 6% of residents bike to work in the Assessment area. Residents who bike mainly live in the downtown core area of Eugene, around Hwy 99 and south of Downtown by the University. There are 6 tracts with the highest percentages (19% to 28.7%) of commuters who bike, around 34% of all commuters who bike are in these areas. There are several tracts throughout the Cities of Eugene and Springfield that show no commuters who bike.
- A majority of the households in the MPO live within a ½ mile of a public transit stop.
- The public transit study found that 86% of riders walk to the bus and that riders with incomes over \$45,000 were more likely to take only one bus per trip, compared to riders with lower incomes. Most public transit riders are commuters, 33% are transit dependent, and 66% have incomes of \$25,000 or less (excluding students over 20 years old).
- Over half of public transit riders are students, and 45% of those riders are UO students, and 36% LCC, and 19% attend a secondary school. The access to free transit passes for University students is also important to consider.
- Service improvements for public transit were identified through the LTD ridership survey, this survey identified the need to later evening service, more frequent weekend service, schedule information at bus stops, and more bus shelters.

The percentage of households without a vehicle combined with the percentage of commuters that drive alone to work helps to identify where in the community residents are more likely to use alternate modes of

transportation. These areas are visible in the Use of Alternate Modes Composite map. **This composite is an overall snapshot and seeks to identify areas where residents may use alternate modes of transportation besides a car.**

Figure 10.7. Use of Alternate Modes Composite Map



There can be many different reasons why people use alternate transportation, for some it is a choice, and for others they may have fewer options available to them, (they don't own a car, or cannot afford a bus pass). Information in the composite tells us not only where in the community people may use transportation besides automobiles, but where in the community there are options available as alternatives to owning a car, which is an expense that can be prohibitive for many lower income people and families.

Areas with more use of alternate modes of transportation are primarily around the University and Downtown Eugene. These areas show higher percentages of households without vehicles (23%-33.9%) and less people driving to work (17.8%-39.9%). It is important to note that the areas with more use of alternate modes are also the University area, where it is assumed there is a greater student population. This is important because the larger student population may increase the demand on alternate transportation; since most students probably

do not own cars and live adjacent to the University. It is important to note also that University of Oregon Students have a free bus pass.