

# Eugene, OR: Lane Transit District



**Lane Transit District**

*at your service*

## EmX Green Line



### Project Description

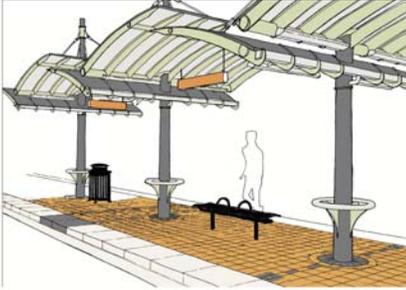
EmX Green Line, Lane Transit District's first bus rapid transit line, opened in January 2007. The route is a four-mile stretch from downtown Eugene to downtown Springfield, providing a vital link for the regional transit system. Eugene Station in downtown Eugene is the primary hub for the transit system. A secondary hub is located at the Springfield Station which serves routes within the City of Springfield. Linking these two hubs with fast, efficient, frequent service is critical to the operation of the system.

Approximately 60% of the route is designed with exclusive lanes (transitways) for the EmX vehicle. The rest of the route is in mixed traffic and uses technologies such as signal priority or queue jumpers to give the EmX vehicle priority through intersections. In addition, this corridor serves the University of Oregon and the Sacred Heart Medical Center, two of the biggest transit ridership generators in the system. This corridor currently is the highest ridership route segment in the system and is expected to remain so for the near future.



## Stations

Improved stations are a key component of the EmX system. Station spacing along the route is approximately every half-mile, for a total of eight new facilities. Stations are similar to light rail stations, with a high level of passenger amenities, including benches, shelters, lighting, and passenger information. The stations are designed to be attractive, safe, easily maintained, and vandal-resistant. Five of the stations are double-sided median stations. Vehicles designed with doors on both sides allow boarding on both sides of the stations.



## Vehicle

LTD partnered with New Flyer to design a vehicle specifically for rapid transit, with level boarding, doors on both sides, and a hybrid-electric propulsion system. The vehicle has two wheelchair bays and space for up to three bicycles.



## Funding

Construction of the first EmX line cost approximately \$24 million. The primary source of funding was \$19.2 million of Federal Transit Administration Section 5307 and 5309 funds.



Congressman Peter DeFazio and FTA Administrator James Simpson join LTD General Manager Mark Pangborn and LTD Board President Gerry Gaydos at the ribbon cutting for EmX.

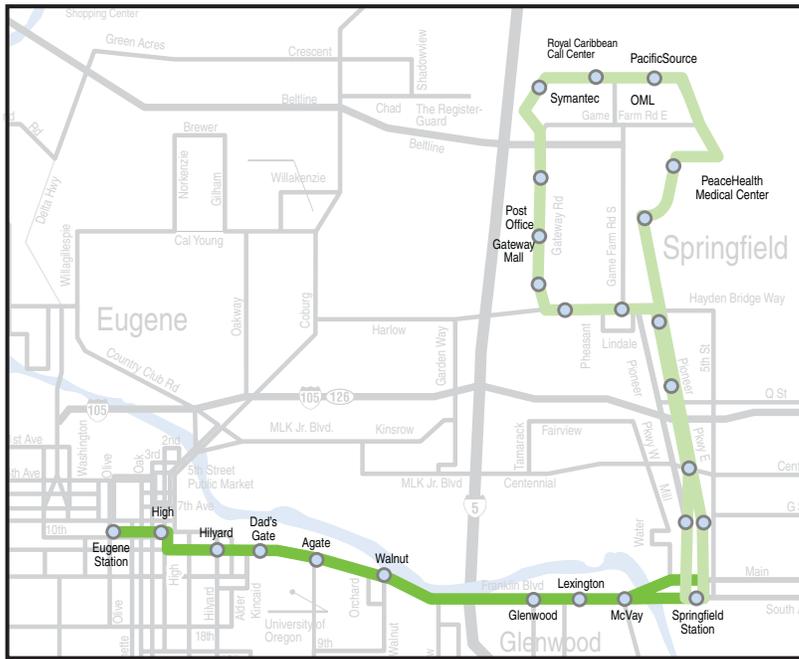
## Operations

Ridership on EmX has increased over 40 percent, compared to ridership on the previous bus route that served the same corridor.

## Future Corridors

Planning has begun on the next EmX corridor.

The second EmX corridor, Pioneer Parkway, will be an extension of the current route. It will run north from downtown Springfield and connect to a new regional hospital development and regional retail and employment centers.



### EmX Green Line

— Current Route

— Future Corridor

## Funding

The FTA New Starts Report recommended funding the 80 percent (\$29.6 million) federal share of the Pioneer Parkway corridor over two years – half in FY 2007-08 and half in FY 2008-09. Congress is expected to agree with this recommendation and include the funding in an appropriations bill.

The remaining 20 percent of the funding (\$7.4 million) will come from ConnectOregon funds (\$5.4 million) and LTD capital reserves (\$2 million).

## Resources

[www.ltd.org](http://www.ltd.org)

## Contact Information

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