



**LANE TRANSIT DISTRICT
BOARD OF DIRECTORS REGULAR MEETING/
PUBLIC HEARING ON SERVICE
Wednesday, March 16, 2016
5:30 p.m.
Eugene Public Library
Bascom-Tykeson Room
100 W. 10th Avenue, Eugene**

A G E N D A

Page No.

- I. CALL TO ORDER
- II. ROLL CALL
 - Yeh _____ Pierce _____ Gillespie _____
 - Wildish _____ Nordin _____ Grossman _____ Necker _____
- III. PRELIMINARY REMARKS BY BOARD PRESIDENT (2 minutes)
- IV. COMMENTS FROM THE GENERAL MANAGER (2 minutes) 4
- V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA (2 minutes) 5
- VI. BOARD CALENDARS (3 minutes) 6
- VII. PUBLIC HEARING: 2016 ANNUAL ROUTE REVIEW 7
 - A. Staff Presentation [Tim Simon]
 - B. Opening of Public Hearing by Board President
 - C. Public Testimony
 - ◆ *Each speaker is limited to three (3) minutes.*
 - D. Closing of Public Hearing
 - E. Board Comments and Questions
- VIII. EMPLOYEE OF THE MONTH – APRIL (5 minutes) 53
- IX. AUDIENCE PARTICIPATION (10 minutes)
 - ◆ *Public Comment Note:* *This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.*
 - ◆ *Citizens testifying are asked to limit testimony to three minutes.*

	<u>Page No.</u>
X. ITEMS FOR ACTION AT THIS MEETING	
A. Consent Calendar (1 minute)	54
1. Minutes of the February 17, 2016, Regular Board Meeting (Page 55)	
2. Budget Committee Appointment (Page 64)	
B. General Manager Pro Tempore (2 minutes)	68
C. Capital Improvements Program (CIP) Amendment for Santa Clara Property Land Use Planning Services [Tom Schwetz] (10 minutes)	70
XI. ITEMS FOR INFORMATION AT THIS MEETING	
A. Board Member Reports (10 minutes)	73
1. Meetings Held	
a. Lane Council of Governments (LCOG) Board of Directors – February 25	
b. LTD Board Human Relations Committee – February 29	
c. Metropolitan Policy Committee (MPC) – March 3	
d. LTD Pension Trusts – March 7	
e. LTD Board Service Committee – March 8	
f. Lane Area Commission on Transportation (LaneACT) – March 9	
g. Accessible Transportation Committee (ATC) – March 15	
h. Main Street Projects Governance Team – March 15	
2. No Meeting/No Reports	
a. MovingAhead Oversight Committee	
b. EmX Steering Committee	
c. LTD Board Finance Committee	
d. Eugene Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan (TSP)	
B. Draft Resolution Supporting Vision Zero [Carl Yeh, Tom Schwetz] (10 minutes)	76
C. 2015 Origin and Destination Survey Results [Selena Barlow, Tom Schwetz] (25 minutes)	79
D. American Bus Benchmarking Group Update [Imperial College, Mark Johnson] (25 minutes)	85

	<u>Page No.</u>
E. Monthly Financial Reports – January 2016 [Todd Lipkin]	(5 minutes) 86
F. Monthly Performance Reports (respond if questions) [Aurora (A. J.) Jackson]	92
G. Monthly Grant Report (respond if questions) [Todd Lipkin]	100
H. Monthly Department Reports (respond if questions)	105
XII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING	113
A. Annual Route Review (April)	
B. Revised Drug and Alcohol Policy (April)	
C. Capital Improvements Program Adoption (April)	
D. Vision Zero (April)	
E. 2015 Business Commute Challenge (April)	
F. Joint LTD Board-Eugene City Council Meeting (April)	
G. Budget Committee Appointment (April/May)	
H. Budget Committee Meetings (May)	
I. Election of Board Officers (June)	
J. Board Member Committee Assignments (June)	
K. Emergency Preparedness – Planning, Response, and Communications	
L. Main-McVay Project Update	
M. MovingAhead Project Update	
XIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD	115
A. Solar Energy Installation (April)	
XIV. ADJOURNMENT	

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD’s Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairment.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: COMMENTS FROM THE GENERAL MANAGER

PREPARED BY: Aurora (A. J.) Jackson, General Manager

ACTION REQUESTED: None

BACKGROUND:

This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.

ATTACHMENT: None

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\GM Comments AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND:

This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements.

ATTACHMENT: None

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\Announce & Additions Sum AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: BOARD CALENDARS

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

ACTION REQUESTED: Board member communication regarding participation at LTD and community events and activities

BACKGROUND:

Board members are asked to coordinate the Board Activity Calendars with their personal calendars for discussion at each Board meeting. Updated Board Activity Calendars are sent separately for Board members.

Board members also are asked to contact Jeanne Schapper with any changes in availability for LTD-related meetings and events and to provide their winter and spring vacation dates.

ATTACHMENTS: The link to Board activity calendars is provided separately to Board members.

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\BD Calendars AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: PUBLIC HEARING: 2016 ANNUAL ROUTE REVIEW

PREPARED BY: Tim Simon, Service Planner

ACTION REQUESTED: Conduct a public hearing on the 2016 Annual Route Review

BACKGROUND:

Lane Transit District evaluates its routes on an annual basis. This process concludes in the spring when the LTD Board of Directors adopts a service plan for the coming fiscal year.

To date, Service Planning staff have met twice with the Service Advisory Committee, which is a staff committee composed of drivers, Operations, Marketing, Customer Services and Planning staff. In addition, these proposals have been presented to and discussed by the Board Service Committee. The public outreach process has included presentations to the following organizations:

- Campbell Senior Center
- Jefferson Westside Neighbors
- Good Earth Home Show
- Transportation Planning Committee
- Friendly Area Neighborhood
- Northeast Neighbors
- Cal Young Neighbor Association
- Goodpasture Island Neighbors
- LTD Accessible Transportation Committee
- Southeast Neighbors
- Ya-Po-Ah Terrace
- 5th Street Public Market District Group
- The Cities of Coburg, Eugene, and Springfield

Materials have been available to the general public and to riders through social media and the District's web page. Six hundred and five (605) surveys have been completed, and a number of comments have been provided in writing or via e-mail.

Based on feedback and staff analysis, the proposal that is summarized in the following chart is the package of service proposed for adoption. A description of the changes follow and will be presented during the Board meeting presentation on March 16, 2016. Staff will consider making modifications to the current Annual Route Review proposal based on public comment and/or Board direction after this public hearing. The final recommendation will be presented to the Board for approval at its regular meeting on Wednesday, April 20, 2016.

2016 Annual Route Review Recommendations:

- **More Trips, More Often** – Staff recommend adding trips to improve frequency along key corridors in the network served by routes 51 Santa Clara, 52 Irving, 66 VRC/Coburg Rd, and 67 Coburg Rd/VRC. Many of these corridors only have service every 30 minutes. The recommendation would increase service to every 15 minutes during peak and midday service times. The improvements would expand travel options, deliver more reliable service, and lay the foundation for future improvements outlined in MovingAhead.
- **Sunday Service** – Staff recommends improving service on Sundays, which is currently limited and differs dramatically from Saturday and weekday service. The concepts propose to increase the span on key routes. This means that service on the most heavily used routes would end later to expand passengers’ service options. The other concept is to increase frequency on EmX and Route 11 Thurston from every 30 minutes to every 15 minutes for the majority of the day.
- **Routes 1 and 12** – Change the route alignment of Route 12 to improve reliability and add trips to Route 1 to compensate for the loss of coverage resulting from the route alignment change of Route 12.
- **Route 33 Extension** – Creating a bidirectional route and extending service on 29th Avenue to the Woodfield Station Shopping Center and Amazon Station, but removing a section on Jefferson Street between 24th and 28th avenues that currently has very limited use. A map showing the new routing is attached.
- **Route 40 Extension** – Extending service on 5th Avenue to serve Amtrak Station and 5th Street Public Market in both directions; and serving Pearl Street, but removing a section on Charnelton that has limited stops.
- **Rural Routes** – Add two weekday trips to Route 96 Coburg to provide more travel options to the Cal Young Neighborhood, the new Bascom Village Development, and the new Serenity Lane Development.

Changes in service would be effective on September 18, 2016.

ATTACHMENTS:

- 1) Annual Route Review Public Input
- 2) 2016 Annual Route Review Community Input Survey
- 3) Map of Route 33 Extension to Amazon Station
- 4) Public Signatures for Route 33
- 5) Friendly Area Neighborhood Endorsement
- 6) Map of Route 40 Downtown Reconfiguration

PROPOSED MOTION:

None

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\2015 ARR_AIS March Meeting . docx



ARR CUSTOMER INPUT

May 11, 2015 – March 8, 2016

Route	Comments
Route 33	I took the survey because I was hoping I would be able to leave my own input, but the multiple choice questionnaire did not allow it. I have frequently had problems getting home from work in a reasonable amount of time because of the switch to 1 hour layovers after 6:30. I have many transfers on my route home, and if I don't get on the right emx, it causes me to miss the 33 leaving at 6:30, and then I have over an hour to wait for the next one. I've missed my transfer because the emx took too long pulling into the station, and my bus left as I was running to catch it. Also, there are no routes connecting Roosevelt / 99 (4 corners) to shopping on west 11th, which is actually the closest grocery store. When I lived in that area, I had to walk a few miles to pick up prescriptions, or take 4 different buses and go all the way downtown to get there and back. Also, the west 11th bus (either 41 or 43) has a really odd transfer time that was 5 minutes off from all the other bus departures, making the morning commute a real pain because I would always miss the bus that connected my route.
EmX	My name is terra i never usually have a problem with sun emx schedule however today on mothers day of all days i was trying to get home and tried very hard to get out of work earlier but couldn't until 8 when to my horror i realized the emx stops at walnut station vs at least going out to springfield then returning to bus barn for the night for those that live in springfield! Shame on you LTD for not prov a safe trip home. This will not be the last nor from the only person on this matter.
Hayden Bridge	Would like to see service on Hayden Bridge go down to the roundabout to connect with the EmX.
CSC Lobby	The Eugene Station lobby should be open until 11 like bus routes.
CSC	Pool, combine, unite LTD funding with Florence bus, Yachats and Newport to help provide a complete bus system up and down the coast. We only need to cover the trip from Yachats to Florence and people could also pay a \$2.00 fare. There is about 20-25 mile gap on the coast and completing this would provide a total trip from Astoria clear down to Coos Bay using transfers.
Route 93	More service for Route 93 Veneta weekday and weekend.
N/A	Richard Herman, Director of Cornerstone Community Housing, has requested service along Hunsaker to Beaver to Division Avenue in order to serve a new low income housing project they are working on. 541-349-0999
Route 36	They should also reroute the 36 to go down Bailey Hill or have the 78 stop off at Eugene Station like the 76.
N/A	Paul Blalock called, 541-606-2619. He asks for one hour later service on Sunday to accommodate community members who are dependent on bus service and who need later service to get to/from work.
Route 1	A customer named Trude (can't recall her last name) requested increased frequency on route 1. I told her we would add this to our ARR list.
N/A	Mary Miller y not expand the sunday service til 9pm?

Route 43	I would like to see the #43 serve Commerce Street next to Wal-Mart. Many people get off on the Target side & jaywalk to the Wal-Mart side. This is very dangerous.
Route 95	Are there plans to put a bus stop INBOUND in the immediate vicinity of JERRY'S HARDWARE on Route 99 (South) served by #95 Junction City LTD?
Jasper Rd & 30th	I was just wondering why there is no bus that goes down jasper rd from 30th to 42nd in that big "u" back to main. There's 2 schools out here. And a 30 minute walk to main for the closes bus stop. Is there a way to get a route out here? I live on 40 th and jasper and am about to have a new born baby. Just wondering what options there are or if there are any? Hope to hear back soon
13 & Centennial	You've been looking for input on expanding routes or initiating new ones. I highly recommend altering the Centennial #13 to go a couple extra blocks further—to 28 th Street and then up to Olympic and back to WINCO. This would better serve all of us who use the #13 to shop at the Walmart Supercenter who now need to haul our groceries about six blocks back to the bus stop on 21 st Street.
Route 96	I just recently moved to Coburg. They have a lot of housing developments building out there and the #96 bus doesn't run all hours of the day mon-fri. That bus doesn't run on the weekend and therefore people that live in Coburg have to walk to Coburg Rd. I myself have arthritis in my back and knees and it makes it hard to walk. I also have chronic back pain on top of the arthritis. I was wondering if there could be more bus serice out there.
Route 96	The riders of the 96 bus that get on this bus pass Crescent ave. need additional trips/times of service added to this route. Some of us riders have to walk several miles in the dark because we cannot make the last bus that leaves the station before we get off from work and/or school. The bus-stops along that route past Crescent also need bus shelters. The cars speed up and down those streets and there are not sidewalks to stand on while waiting for the bus. It is very unsafe.
Bus Shelters	Please install a roofed bus shelter at the junction of routes 12 & 67 and on Harlow Road by Wal Mart. Many elderly people use these stops and they are inadequate.
EmX to Riverbend	<p>Please present this letter for testimony at LTD Board of Directors Meeting.</p> <p>I have lived in Springfield more than 20 years, raised a family here, I am however, newer to the LTD bus system. We live in wonderful place, after having rode the bus for some time now, I realize there are a lot of culturally rich things and people I had never noticed while driving my own vehicle .. The best of all are the LTD drivers; these really are the people who care for the elderly, disabled, and the lost newbies. Their friendly faces represent our community. Thank you for the time you invest to make LTD a great bus system.</p> <p>I write to you as my last plea to save my job, I work for Royal Caribbean International. I utilize your bus system as my sole means of transportation for my daily commute. It has worked out very nicely, until, recently, when I was assigned to the early shift. My shift begins at 6:00 a.m. Being on time is impossible when using LTD.</p> <p>The first bus of the weekday that stopes at International Way Station West (Royal Caribbean's stop) is the Emx Riverbend/Gateway, it arrives at 6:03. My bus Route 11 in Thurston picks up the first passengers (heading west) is at 5:21; arriving at Springfield Station at 5:37; currently the first EMX arrives at the Springfield Station at 5:50. IF this bus could leave (only) 5-10 mins earlier (it should not effect the remainder of the schedule, as it is the first bus.) I would be able to get to work on</p>

	<p>time. Furthermore, this 5 min adjustment could increase the amount of riders for the early shift by hundreds; considering Riverbend Hospital and Symantec are on this same route. Employees from both of these establishments have a 6:00 am shift. Royal Caribbean is a great company to work for; I am so grateful to walk through the doors every single day. However, with the LTD schedule the way it currently is, and not one single ride match on drivelessconnect.com, I am literally one minute away from losing my job. A job that saved my family and I from being homeless. I have been in contact with our coordinator, and program specialist Tracy Ellis, who has been wonderful trying to problem solve and help me find a ride match. To date, however, there are no alternatives. Please consider scheduling the EMX Riverbend/Gateway to begin 5-10 minutes earlier; making its first pick up at Springfield Station Bay F at 5:40 or 5:45 instead of 5:50.</p>
Route 33	I read in the R G about proposed changes to the 33. I like it! Especially if it went down 28th to 29th to Amazon Station.
Springfield	I would like to see you go to 7th St off main. It seems to be a forgotten area with a lot of people who have to travel over a mile to the closest bus stop. With numerous special needs in the neighborhood the walk can be dangerous for them and easily fixed by turning left at 69th then go through the looping neighborhood at 73rd. It would add maybe 3 mins to the route, which is less time then the 11 spends sitting at Dari mart at 69th Street.
Span	<p>And, the bus also needs to have 24 hour service on major routes, even if it's only once every 2 hours from midnight on...this is the 21st century and this city is big enough to benefit from 24 hour service to high traffic areas:</p> <p>W. 11th Main Street Willamette River Rd. Centennial</p>
Route 17	Have the seventeen run every half every day! Even weekends!! Some of us work late! On Q Street in Springfield!
Route 33	Definitely make the 33 run on Sundays. On Sundays when I need to take the bus I have to walk a mile to the closest stop.
Route 73	It would awesome if the 73 would go to Eugene station again. No bus from downtown ever gets there in time for a connection.
Route 11	Have the Thurston bus run later on Sunday's
Route 40	Great idea extending route 40.
Route 33	This will be great for people in our neighborhood to get to the shopping center and Amazon Park, and for students transferring to LCC.
Route 33	<p>I recently read the article pertaining to route changes along Jefferson. I would like to express my support for these changes.</p> <p>I work at LCC and live in the Friendly area. Without having a bus to Amazon Station, taking advantage of the route to LCC was not possible unless I walked or biked the</p>

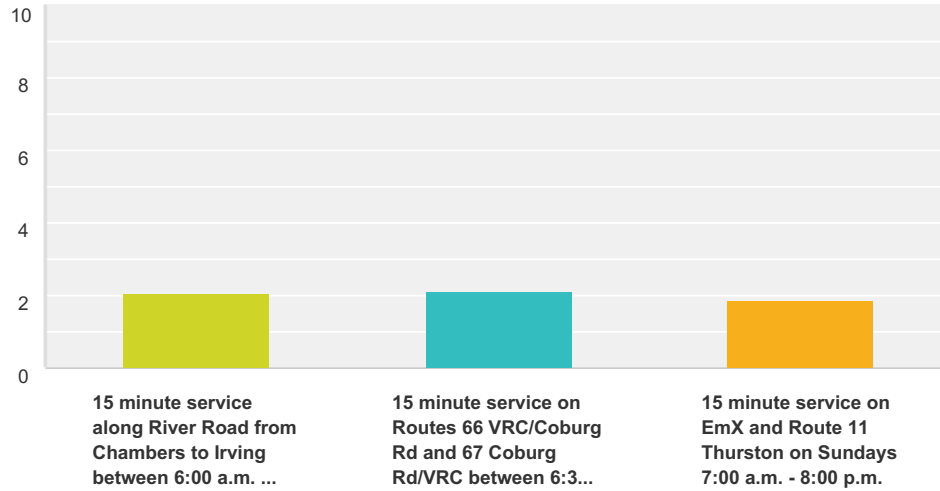
	<p>first leg of the journey. This would solve that problem.</p> <p>I would also like to note that over the years I have heard from many LCC students living in the Friendly area who also complained of the lack of service in the area. If these changes are implemented, I am sure that there will be more students taking advantage of the bus to LCC.</p>
Route 67	The 67 every 15 minutes
Chad Drive	With the new VA Clinic, Comcast Cable and Welfare office (Food Stamps) located on Chad Drive it would be really helpful and time saving to have a cross-town connection from Springfield to Chad Drive without having to go to the Eugene Station. This would be ideal for people with disabilities or those who have small children. It would be very convenient and save Springfield riders a lot of time.
Routes 1 & 12	By eliminating Route 12 to the Campbell Center area, and NOT increasing the #! From 6:30 a.m. – 10:30 a.m. every half hour, we won't be able to get to early appointments such as medical, dental and lab appointments.
Bus Stop	We have an extreme need for a covered bus stop where 2 major bus lines cross: Shadow View and Chad Drive
Route 96	Route 96 needs more frequency on Saturdays and Sundays since there are several new senior facilities on that route now.
Bus Bench	There is a center that serves the elderly and disabled on Hilyard, Route 28 inbound that should really have a bus bench.
Route 96	Route 96 needs more trips to serve Serenity Lane that opens in March
River Road	A route should go further north on River Road, past Beacon Road
CSC	Earlier Access to the Customer Service Center on Sundays
UO Campus	Create a circular route to go around the UO Campus
Creswell/Cottage Grove	Look at adding a route on hwy 99 between Creswell and Cottage Grove. There are a lot of businesses along that route and a lot of people are walking, and it is unsafe.
Willamette Street	Bus Service to the top of Willamette, please
River Road	I would like to see more service to Junction City but not on Hwy 99 – use River Road or Prairie Road and include routing to River Road Station.
River Road	I would like a modification of service at the north end of River Road – i.e. some service along Lynnbrook to Lancaster from River Road to Irvington. This would make the use of LTD very user friendly for the many residents of this neighborhood who now only rely on their personal cars for transportation.
Fares	You should make time-limited transfers available for riders who need to connect two or more buses for a single trip without having to pay the full-day fare.
Goshen Service	I am interested in transit service to and from Goshen. The Willamette Military School could benefit from this. You could simply link to the Cottage Grove service and make a stop in Goshen by the school.

Vet's Fare	You should provide free service for Veteran's

Q:\SP&MARR\2016\ARR Public Input\ARR Public Input Beginning May 11, 2015.docx

Q1 Rank the following service increases in order from 1 being the most beneficial to the community to 3 being the least beneficial.

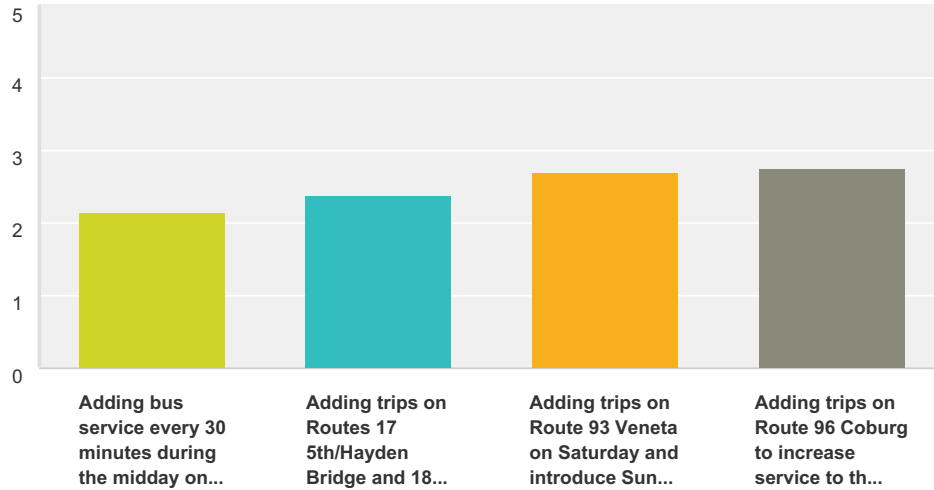
Answered: 605 Skipped: 0



	1	2	3	Total	Score
15 minute service along River Road from Chambers to Irving between 6:00 a.m. - 6:30 p.m. served by Routes 51 Santa Clara and 52 Irving	33.88% 205	35.87% 217	30.25% 183	605	2.04
15 minute service on Routes 66 VRC/Coburg Rd and 67 Coburg Rd/VRC between 6:30 a.m. - 6:00 p.m.	36.36% 220	37.85% 229	25.79% 156	605	2.11
15 minute service on EmX and Route 11 Thurston on Sundays 7:00 a.m. - 8:00 p.m.	29.75% 180	26.28% 159	43.97% 266	605	1.86

Q2 Rank the following service increases in order from most beneficial to the community to least beneficial.

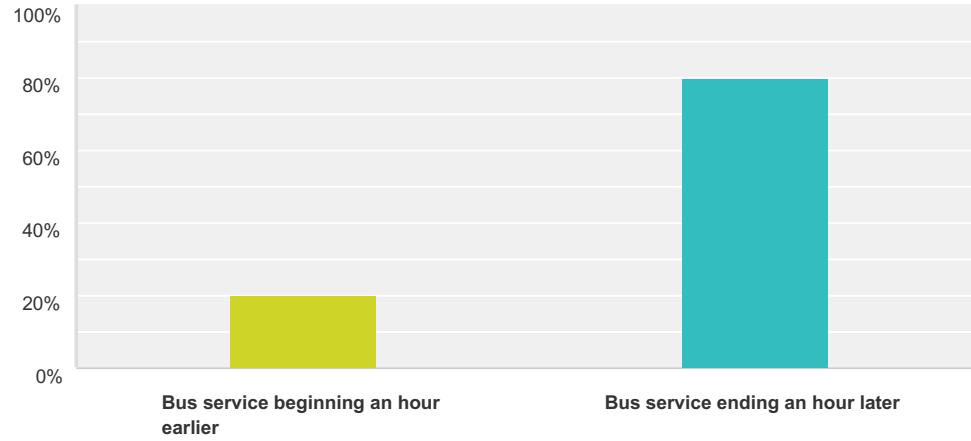
Answered: 555 Skipped: 50



	1	2	3	4	Total	Score
Adding bus service every 30 minutes during the midday on Route 1 Campbell Center	16.22% 90	21.80% 121	23.78% 132	38.20% 212	555	2.16
Adding trips on Routes 17 5th/Hayden Bridge and 18 Mohawk to increase service	19.82% 110	22.34% 124	32.61% 181	25.23% 140	555	2.37
Adding trips on Route 93 Veneta on Saturday and introduce Sunday service	33.33% 185	26.31% 146	18.38% 102	21.98% 122	555	2.71
Adding trips on Route 96 Coburg to increase service to the Cal Young neighborhood and the City of Coburg	30.63% 170	29.55% 164	25.23% 140	14.59% 81	555	2.76

Q3 If the service span was increased on weekends, which would benefit the community more?

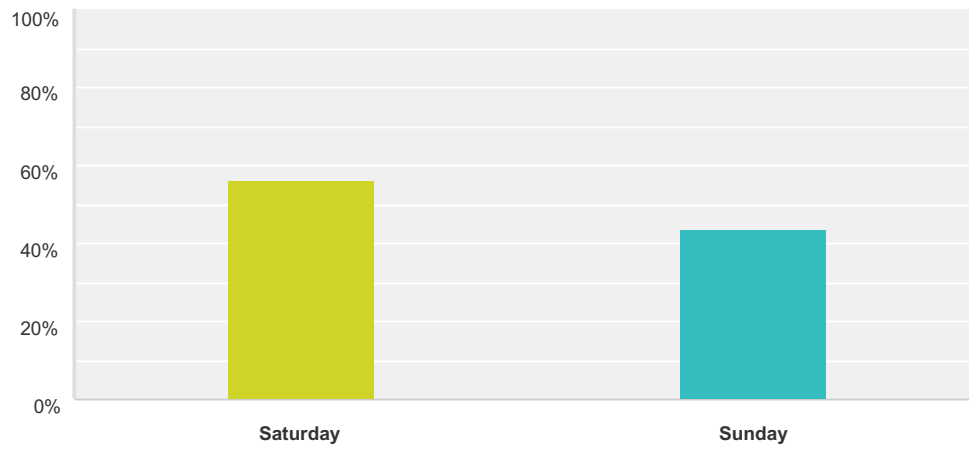
Answered: 554 Skipped: 51



Answer Choices	Responses	
Bus service beginning an hour earlier	20.04%	111
Bus service ending an hour later	79.96%	443
Total		554

Q4 Which day would benefit the community most?

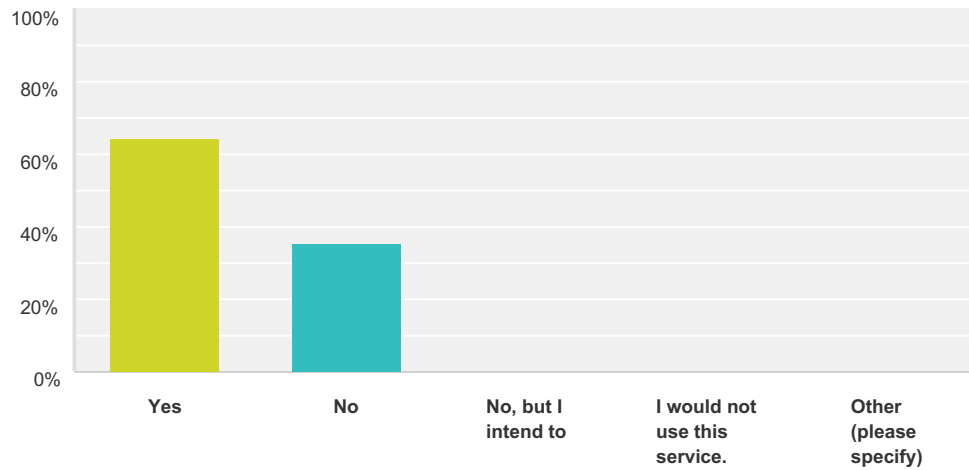
Answered: 554 Skipped: 51



Answer Choices	Responses	
Saturday	56.50%	313
Sunday	43.50%	241
Total		554

Q5 City of Eugene, LCC, and LTD created a pilot airport connector service that began in December 2015. The AirportConnector allows individuals to take LTD's Route 95 and connect to a shuttle service to the airport. Have you heard of this service?

Answered: 550 Skipped: 55

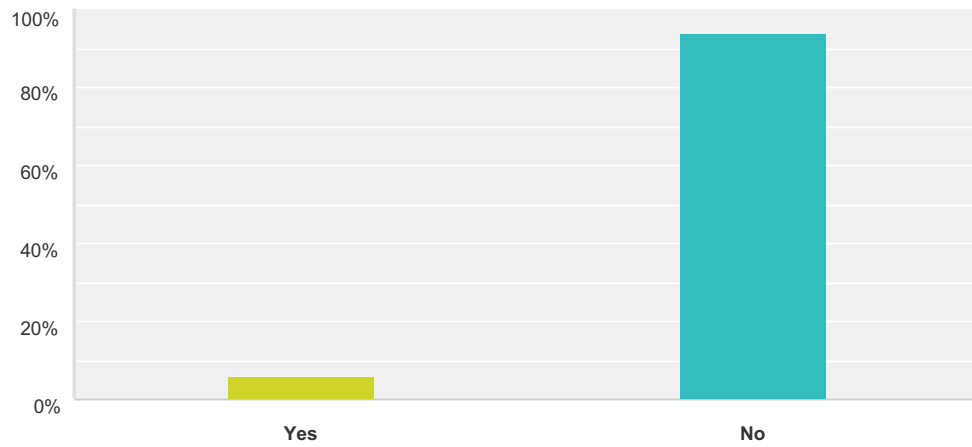


Answer Choices	Responses	
Yes	64.36%	354
No	35.64%	196
No, but I intend to	0.00%	0
I would not use this service.	0.00%	0
Other (please specify)	0.00%	0
Total		550

#	Other (please specify)	Date
	There are no responses.	

Q6 Have you used the AirportConnector service?

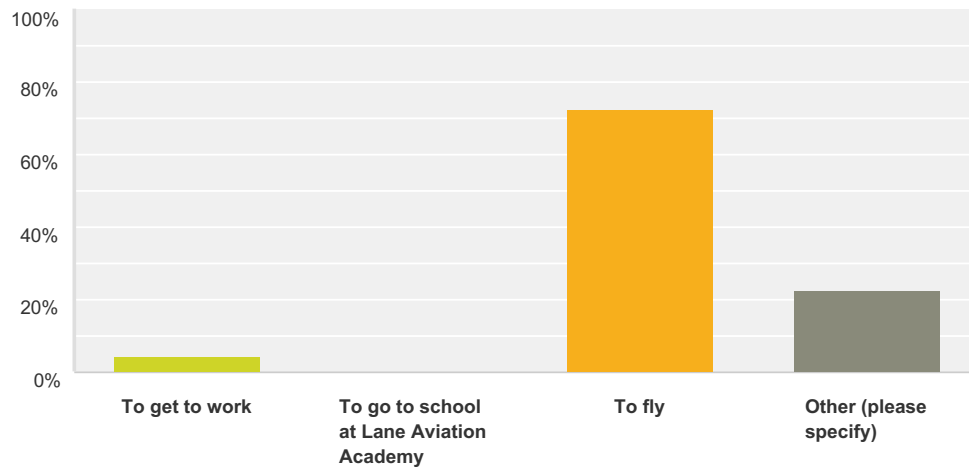
Answered: 353 Skipped: 252



Answer Choices	Responses	
Yes	6.23%	22
No	93.77%	331
Total		353

Q7 Please select how you have used the service.

Answered: 22 Skipped: 583

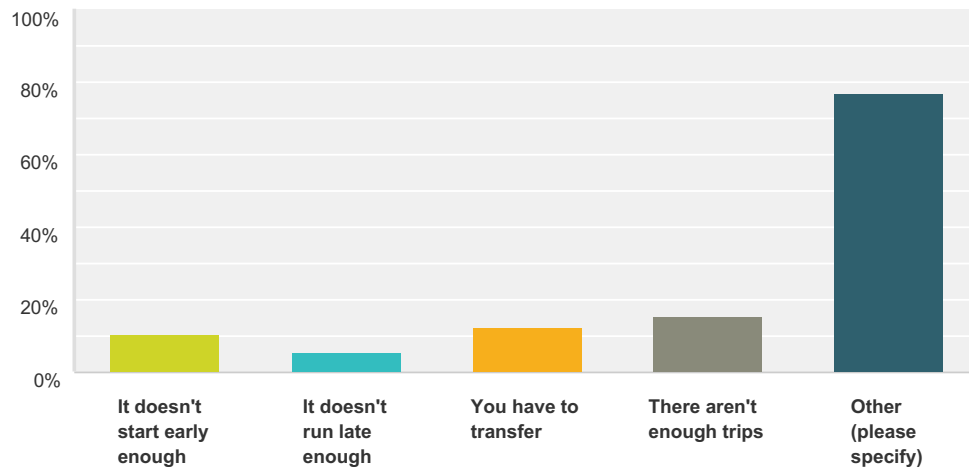


Answer Choices	Responses
To get to work	4.55% 1
To go to school at Lane Aviation Academy	0.00% 0
To fly	72.73% 16
Other (please specify)	22.73% 5
Total	22

#	Other (please specify)	Date
1	to do an LTD bus photo shoot :)	2/24/2016 8:46 AM
2	to meet someone	2/22/2016 9:02 PM
3	Trial run to see if I could fly and handle my luggage. It worked fine. Sidewalk would be better. You can also use it to go to the air and space museum.	2/19/2016 10:45 AM
4	I drive the 95	1/29/2016 8:47 AM
5	meet passenger arriving at airport	1/23/2016 7:22 PM

Q8 Why have you not used the service?

Answered: 329 Skipped: 276



Answer Choices	Responses
It doesn't start early enough	10.33% 34
It doesn't run late enough	5.47% 18
You have to transfer	12.46% 41
There aren't enough trips	15.50% 51
Other (please specify)	77.20% 254
Total Respondents: 329	

#	Other (please specify)	Date
1	I have not need to go to airport recently but I would use the service when I do need to go	2/29/2016 4:14 PM
2	i dont fly	2/29/2016 1:50 PM
3	Haven't flown anywhere (why isn't that an obvious option?)	2/29/2016 10:22 AM
4	not good connections	2/28/2016 5:28 PM
5	Bus service to airport is not of interest to me. Fly speratically.	2/27/2016 3:46 PM
6	have not traveled from airport recently	2/27/2016 2:59 PM
7	I haven't gone to the airport.	2/27/2016 10:05 AM
8	Have not needed it	2/27/2016 9:55 AM
9	I haven't needed to go to the airport. But if I did, I would use it.	2/27/2016 9:45 AM
10	I haven't needed to travel to the airport	2/26/2016 3:12 PM
11	Getting to the bus with bags as early as I needed. No safe place (cage) to lock bike at bus stop	2/26/2016 1:10 PM
12	I have not flown since then.	2/26/2016 12:27 PM
13	I do not fly.	2/26/2016 10:37 AM
14	I heard it was proposed, but not implemented.	2/26/2016 10:01 AM
15	I am in favor of the idea. I find that when I travel I am not organized enough, and end up paying the shuttle service in order to get home sooner. I would use it if I had no alternative, which is mainly a friend who drives me there.	2/26/2016 9:56 AM

16	If we fly east, we need to be on the very early flights, which don't work that well. In general, in order to really work, it seems that this service would have to be far to frequent to be cost-effective for LTD, particularly since we are still a small airport.	2/26/2016 9:42 AM
17	You need to understand the flight schedules and time required to get to the airport. I would expect an express shuttle from downtown with limited stops on the way to the airport would be the most used option. Transferring to and from the airport that much makes the existing service unusable as I need to be at the airport by a certain time, shuttle doesn't give me that option.	2/26/2016 9:36 AM
18	I haven't needed to go to the airport	2/26/2016 9:36 AM
19	Haven't flown out yet	2/26/2016 9:35 AM
20	Have not needed to go to the airport	2/24/2016 10:42 PM
21	I haven't needed to go to the airport	2/24/2016 10:27 PM
22	have not needed it	2/24/2016 6:43 PM
23	I don't fly out of Eugene	2/24/2016 5:26 PM
24	Haven't needed to go to the airport yet	2/24/2016 12:23 PM
25	haven't flown recently	2/24/2016 11:58 AM
26	I haven't yet taken a trip where I need it, but am planning to look into it if it matches my schedule. Most of the flights I take are too early, however.	2/24/2016 11:48 AM
27	I haven't needed to go to the airport since December	2/24/2016 11:43 AM
28	I haven't needed to go to the airport	2/24/2016 11:42 AM
29	I am not in need of this service	2/24/2016 11:08 AM
30	haven't needed to use it yet	2/24/2016 10:23 AM
31	I don't fly out of Eugene	2/24/2016 9:47 AM
32	not needed	2/24/2016 9:44 AM
33	not safe to transfer at HWY 99 and airport road!	2/24/2016 9:41 AM
34	not using that route right now. I live in Springfield.	2/23/2016 8:27 PM
35	Transfer of luggage	2/23/2016 8:22 PM
36	Haven't needed to yet	2/23/2016 6:06 PM
37	have not been to the airport	2/23/2016 5:31 PM
38	All of the above	2/23/2016 4:12 PM
39	Don't fly that often. Best for airport workers, not travelers.	2/23/2016 3:12 PM
40	I haven't needed to go to the airport yet since it began.	2/23/2016 2:22 PM
41	doesn't work for me	2/23/2016 2:18 PM
42	No need to get to airport	2/23/2016 12:27 PM
43	No airline trips planned	2/23/2016 12:27 PM
44	I don't fly.	2/23/2016 8:22 AM
45	No weekend service	2/23/2016 7:59 AM
46	Don't go to airport often	2/22/2016 8:25 PM
47	Son't know the schedule - have not seen it posted anywhere	2/22/2016 4:42 PM
48	Haven't made any trips to the airport in a while.	2/21/2016 10:26 PM
49	not a user of airport	2/21/2016 6:35 PM
50	I haven't taken an airplane trip yet this year.	2/21/2016 5:46 PM
51	Have no need yet, but a REALLY good option to use for those who need to get to the airport, I will eventually use it sooner or later.	2/21/2016 1:27 PM

52	i live in harrisburg but i could park in junction city	2/21/2016 11:36 AM
53	No need	2/21/2016 11:17 AM
54	no reason to go to airport	2/21/2016 12:15 AM
55	I haven't traveled yet	2/20/2016 10:29 PM
56	family lives close	2/20/2016 9:38 PM
57	have'nt needed it yet	2/20/2016 7:13 PM
58	Have not had the need to go to the airport	2/20/2016 7:11 PM
59	Haven't needed to go to the airport	2/20/2016 6:27 PM
60	I haven't needed to fly anywhere.	2/20/2016 3:37 PM
61	I don't go out there to often	2/20/2016 3:32 PM
62	I don't go to the airport or surrounding area.	2/20/2016 3:11 PM
63	I haven't needed to go to the airport	2/20/2016 9:53 AM
64	No need to use, to date	2/19/2016 7:52 PM
65	I have not flown out of Eugene recently	2/19/2016 2:12 PM
66	I haven't needed to go out that way yet.	2/19/2016 11:34 AM
67	Not needed	2/19/2016 9:50 AM
68	Don't need	2/17/2016 4:17 PM
69	I have not yet taken a trip. I will use it when I go to Alaska in 2017	2/17/2016 4:14 PM
70	No Need	2/17/2016 3:16 PM
71	not on my normal schedule	2/17/2016 2:33 PM
72	I don't need to go there	2/16/2016 8:51 PM
73	No need to fly, especially with lack of money for airfare	2/16/2016 9:08 AM
74	Have not travelled to the airport since the route was introduced.	2/15/2016 7:29 PM
75	haven't flow at the right time	2/15/2016 10:45 AM
76	No direct connect from Santa Clara River Road to that new line. I need to go all the way downtown and back out again. I can drive to the airport in 7 minutes.	2/15/2016 8:06 AM
77	I don't go to the airport.	2/14/2016 8:51 PM
78	Haven't needed to go to airport	2/14/2016 9:28 AM
79	I have not yet flown from eug airport since the service started	2/13/2016 10:31 PM
80	I haven't gone to the airport since it started.	2/13/2016 7:48 AM
81	don't go there	2/12/2016 7:49 PM
82	No need to fly out	2/12/2016 9:58 AM
83	Haven't flown or needed	2/11/2016 11:11 PM
84	Concerns about carrying/transferring luggage	2/11/2016 10:17 PM
85	Never will -have family	2/11/2016 8:49 PM
86	I have not flown out of the airport recently but I think it would be great if it looped around to W 11th- you would definitely get more riders	2/11/2016 7:13 PM
87	Haven't flown	2/11/2016 7:07 AM
88	Haven't flown yet	2/10/2016 7:22 PM
89	I haven't gone to the airport in a few years	2/9/2016 10:11 PM
90	Haven't traveled to the airport since it began	2/9/2016 8:56 PM

91	don't need it(only18)	2/9/2016 4:38 PM
92	not needed	2/9/2016 3:42 PM
93	Haven't been to the airport	2/9/2016 2:22 PM
94	NO NEED AT THIS TIME	2/9/2016 12:56 PM
95	haven't been to the airport	2/9/2016 11:11 AM
96	I haven't flown since moving to the area last year	2/9/2016 9:21 AM
97	No flights yet	2/9/2016 8:04 AM
98	I haven't flown in a few years	2/9/2016 8:03 AM
99	Haven't needed to go to the airport	2/9/2016 5:49 AM
100	Haven't flown from EUG since it started.	2/8/2016 10:33 PM
101	Haven't gone to the airport	2/8/2016 6:41 PM
102	Have not flown since it was started	2/8/2016 3:06 PM
103	I have not been scheduled to fly since the service was introduced.	2/8/2016 2:42 PM
104	only flew once and there were 4 of us	2/8/2016 2:09 PM
105	I haven't had to go to the airport.	2/8/2016 1:37 PM
106	Haven't flown	2/8/2016 12:47 PM
107	Haven't needed to go to airport	2/8/2016 12:21 PM
108	have not flown from eugene in last feew months	2/8/2016 11:57 AM
109	haven't had any trips via airport	2/8/2016 11:50 AM
110	I have not needed to go to the airport.	2/8/2016 11:10 AM
111	I don't go to the airport	2/8/2016 11:02 AM
112	Have had rides, don't travel more than 1x/yr	2/8/2016 9:26 AM
113	i dont fly that often	2/8/2016 9:09 AM
114	Haven't needed to use it yet	2/8/2016 8:56 AM
115	Haven't flown anywhere recently; my wife used it in January and was very happy!	2/8/2016 12:35 AM
116	I haven't needed to go to the airport.	2/7/2016 10:42 PM
117	haven't flown out of Eugene	2/7/2016 10:28 PM
118	Haven't taken a plane lately	2/7/2016 10:15 PM
119	Haven't needed it yet, but will have to check it out.	2/7/2016 9:05 PM
120	I haven't needed it.	2/7/2016 1:24 PM
121	I never fly out of Eugene	2/7/2016 12:50 PM
122	Haven't flown since inaguaration	2/7/2016 9:11 AM
123	Am using it this Monday, 2/8. Haven't travelled since Dec. 2015	2/6/2016 11:31 PM
124	Have not needed to fly out of EUG since it started	2/6/2016 8:02 PM
125	Have not had a need.	2/6/2016 11:46 AM
126	not needed yet but will next time I fly	2/6/2016 11:07 AM
127	Haven't gone to the airport	2/5/2016 8:30 PM
128	no need to go to airport	2/5/2016 4:38 PM
129	I have not needed to go out there for anything. I plan to use it if I do fly if the hours work out.	2/5/2016 4:03 PM
130	I haven't traveled on a plane for a few years.	2/5/2016 3:26 PM
131	I have no need	2/5/2016 12:46 PM

132	I haven't had to get to the airport yet	2/5/2016 10:51 AM
133	I haven't flown anywhere since it started	2/4/2016 11:01 PM
134	I don't travel via airplane	2/4/2016 8:35 PM
135	havent needed	2/4/2016 12:59 PM
136	Haven't needed to go to airport. Have told lots of folks about service. Am very glad it exists. Before it came into being, I have taken bus to Hwy 99 and walked from there to airport....	2/4/2016 10:51 AM
137	haven't used the airport since it was implemented	2/4/2016 9:21 AM
138	Havent needed it	2/4/2016 6:20 AM
139	No travel plans	2/4/2016 1:28 AM
140	Haven't flown out of EUG since the service started!	2/3/2016 7:08 PM
141	Have not yet had the need - but will use when I do	2/3/2016 3:56 PM
142	Haven't needed to use it	2/3/2016 3:45 PM
143	haven't flown yet	2/3/2016 2:54 PM
144	Have not gone anywhere	2/3/2016 2:23 PM
145	tried last time at airport, but was nothing running (maybe it was a weekend, or mid day...)	2/3/2016 1:58 PM
146	don't go to the airport	2/3/2016 1:38 PM
147	live fairly close to airport	2/3/2016 1:33 PM
148	haven't flown	2/3/2016 12:41 PM
149	Haven't flown anywhere	2/3/2016 12:13 PM
150	Haven't flown since line opened.	2/3/2016 11:54 AM
151	Have not flown in or out of Eugene since this service became available.	2/3/2016 11:40 AM
152	have not flown out of Eugene	2/3/2016 11:20 AM
153	No need	2/3/2016 10:31 AM
154	no need to	2/3/2016 9:51 AM
155	I hardly ever fly	2/3/2016 6:57 AM
156	no need to, haven't flown at all	2/3/2016 6:49 AM
157	no need	2/3/2016 2:32 AM
158	I have not had occasion yet to travel to the airport.	2/2/2016 11:56 PM
159	Haven't needed to use it.	2/2/2016 9:53 PM
160	i dont take planes	2/2/2016 9:21 PM
161	haven't needed to fly	2/2/2016 8:53 PM
162	I just moved to the area. I'd like to use it.	2/2/2016 8:38 PM
163	Haven't had a nees for the airport yet, but likely to use the service.	2/2/2016 8:32 PM
164	I haven't needed to visit that area.	2/2/2016 8:25 PM
165	I live on Clear Lake Road near Alvadore and would prefer bus service out in my area.	2/2/2016 8:22 PM
166	no shelter at transfer point	2/2/2016 3:51 PM
167	Haven't flown out of Eugene Airport yet	2/2/2016 3:05 PM
168	Usually get a ride from someone	2/2/2016 11:42 AM
169	haven't needed airport services	2/2/2016 11:04 AM
170	no need to go to the airport	2/2/2016 9:57 AM
171	Do not need it	2/2/2016 9:55 AM

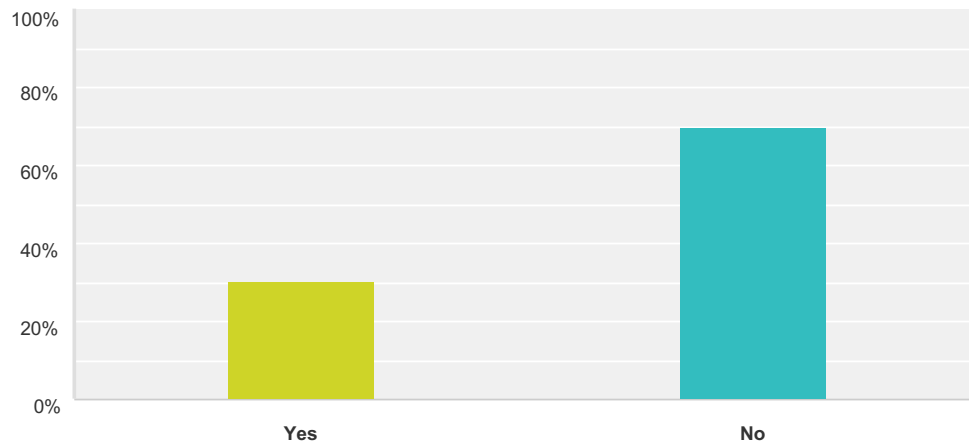
172	Haven't made the effort yet but I am positive about the opportunity to do it in future.	2/2/2016 8:54 AM
173	Haven't had to go to the airport yet	2/2/2016 7:15 AM
174	I haven't needed to go to the airport since the service started	2/1/2016 5:26 PM
175	I have not flown in years.	2/1/2016 3:09 PM
176	timing used a taxi	2/1/2016 2:57 PM
177	I don't fly enough.	2/1/2016 2:55 PM
178	Haven't needed to fly (yet)	2/1/2016 2:54 PM
179	No trips to the airport yet :)	2/1/2016 2:51 PM
180	Don't fly	2/1/2016 2:50 PM
181	Haven't needed to go to the airport	2/1/2016 2:49 PM
182	Won't take the bus to the airport	2/1/2016 2:49 PM
183	I haven't flown out of EUG since hearing about the service (via EmX status sign)	2/1/2016 2:47 PM
184	No reason to go to the airport lately.	2/1/2016 2:46 PM
185	Haven't flown out of Eugene recently	2/1/2016 2:45 PM
186	haven't flown out of the Eugene Airport since the service began	2/1/2016 1:13 PM
187	Having to transfer is an issue but not very high on the list	2/1/2016 9:46 AM
188	I've not had the need to fly anywhere yet, but if I did, I'd use it.	1/31/2016 6:16 PM
189	Haven't needed to	1/31/2016 10:27 AM
190	Have not had a need to go to the airport	1/31/2016 8:19 AM
191	I spent \$800+ on plane tickets why would I take the bus?	1/30/2016 12:27 PM
192	haven't needed it	1/30/2016 9:00 AM
193	I don't go to the airport	1/29/2016 10:06 PM
194	Have not needed the trip there yet, but would help with being able to extend my employment opportunities and NOT being restricted by where the bus travel.	1/29/2016 8:34 PM
195	No air travel since service began	1/29/2016 3:55 PM
196	Haven't taken a trip from the airport since it was available as an option	1/29/2016 2:54 PM
197	I haven't traveled yet	1/29/2016 1:06 PM
198	Not going to airport	1/29/2016 12:55 PM
199	haven't been flying anywhere	1/29/2016 11:51 AM
200	N/A	1/29/2016 11:26 AM
201	I really don't travel via air.	1/29/2016 10:48 AM
202	I have had no need to go to the airport	1/29/2016 10:31 AM
203	don't need	1/29/2016 10:17 AM
204	no need at this time	1/29/2016 10:16 AM
205	I haven't traveled by plane since the service started	1/29/2016 8:50 AM
206	not taking a trip	1/29/2016 8:20 AM
207	Haven't needed to go to the airport	1/29/2016 7:56 AM
208	Did not need to.	1/29/2016 5:21 AM
209	I haven't had a need to go to that area	1/28/2016 10:25 PM
210	I never fly	1/28/2016 9:24 PM
211	I don't have any trips planned	1/28/2016 9:17 PM

212	never needed to	1/28/2016 8:20 PM
213	I haven't needed to go to the airport	1/28/2016 7:53 PM
214	don't need service to airport	1/28/2016 6:04 PM
215	havent had a chance to yet	1/28/2016 5:15 PM
216	I have not needed to use it	1/28/2016 5:08 PM
217	Hven't flown since inaguaration	1/28/2016 4:35 PM
218	Don't need it	1/28/2016 4:10 PM
219	Haven't needed to.	1/28/2016 4:06 PM
220	I haven't needed to go to the airport.	1/28/2016 4:04 PM
221	I haven't needed to use it yet.	1/28/2016 3:56 PM
222	Have not had to go to the airport since service began	1/28/2016 3:24 PM
223	no travel plans	1/28/2016 3:09 PM
224	Not flown since the service began!	1/28/2016 2:59 PM
225	I haven't needed to travel to the airport	1/28/2016 2:51 PM
226	Not a convient service. Drop the mental ward and go into the airport	1/28/2016 2:50 PM
227	Not a need at this time	1/28/2016 2:12 PM
228	I have not needed	1/28/2016 2:03 PM
229	I haven't traveled to the airport since service began	1/28/2016 1:51 PM
230	Haven't had a reason to go to the airport	1/28/2016 1:03 PM
231	Have not had the need yet	1/28/2016 12:38 PM
232	I have a car	1/28/2016 12:00 PM
233	Haven't taken any trips on airplanes lately.	1/28/2016 9:42 AM
234	Have not had the need yet, but I will when I do.	1/27/2016 4:23 PM
235	No need to fly	1/27/2016 1:12 PM
236	I've not needed to use it.	1/27/2016 12:49 PM
237	I just haven't taken the time. I may use it and bike through the area.	1/27/2016 9:19 AM
238	I've not yet needed to go to the airport.	1/27/2016 8:31 AM
239	didnt fly yet with it starting	1/26/2016 3:37 PM
240	The service would be much more useful if it tied into the major transfer point between the 40/41/43 at Cubit/Wagner (where there are already nice transfer facilities and much more frequent service).	1/25/2016 2:36 PM
241	i dont go up there	1/24/2016 2:38 PM
242	havent traveled yet	1/24/2016 1:22 PM
243	I haven't had an opportunity to fly out of Eugene lately.	1/24/2016 12:04 PM
244	have not taken air flight	1/24/2016 11:45 AM
245	I dont use it	1/23/2016 3:58 PM
246	Haven't had any trips to the airport since it started.	1/23/2016 3:03 PM
247	havent needed to go to the airport	1/23/2016 2:47 PM
248	I haven't flown since service started and I am concerned it wouldn't be convenient	1/23/2016 2:42 PM
249	haven't needed to go to the airport	1/23/2016 1:02 PM
250	havent gone anywhere	1/23/2016 11:44 AM
251	Havent traveled out of Eugene Airport yet	1/23/2016 11:18 AM

252	on Sunday	1/23/2016 10:19 AM
253	I haven't needed to go to the airport	1/22/2016 6:00 PM
254	have not travelled	1/22/2016 4:45 PM

Q9 Do you currently or would you ride Route 33 Jefferson?

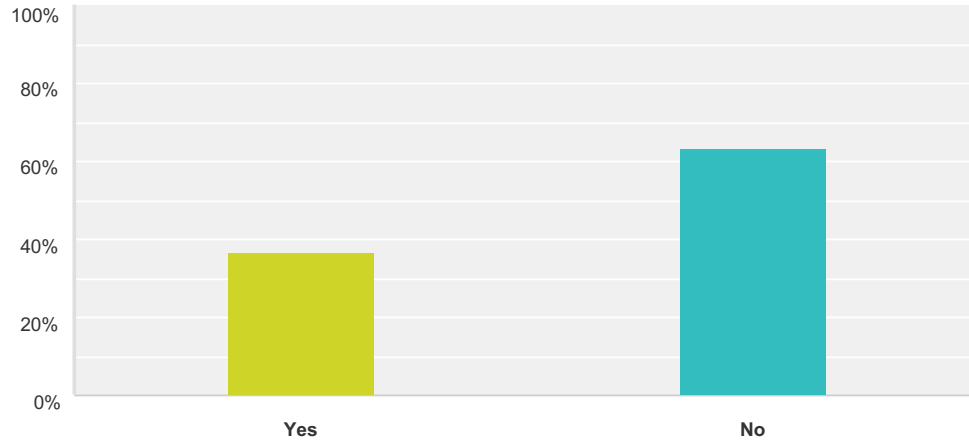
Answered: 546 Skipped: 59



Answer Choices	Responses	
Yes	30.22%	165
No	69.78%	381
Total		546

Q10 Would you be negatively impacted if service were removed from Jefferson Street between 24th and 28th Streets?

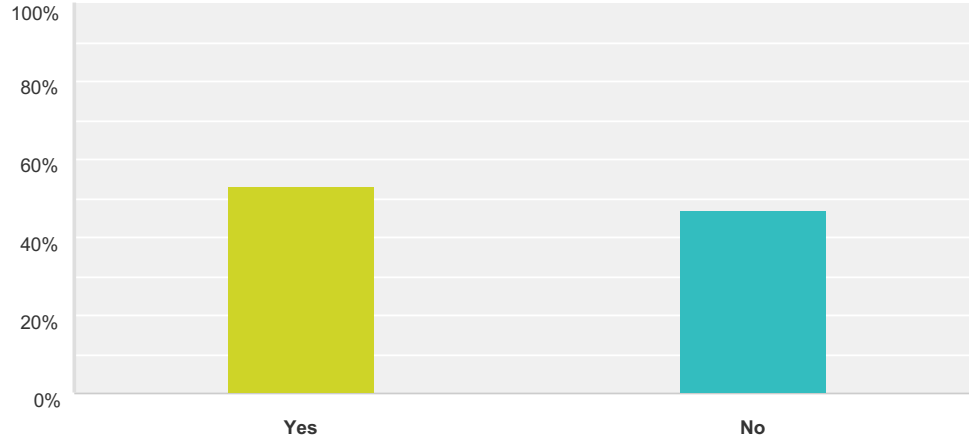
Answered: 165 Skipped: 440



Answer Choices	Responses	
Yes	36.97%	61
No	63.03%	104
Total		165

Q11 Would you use the service if it were extended to Woodfield Shopping Center and Amazon Station along 29th Street?

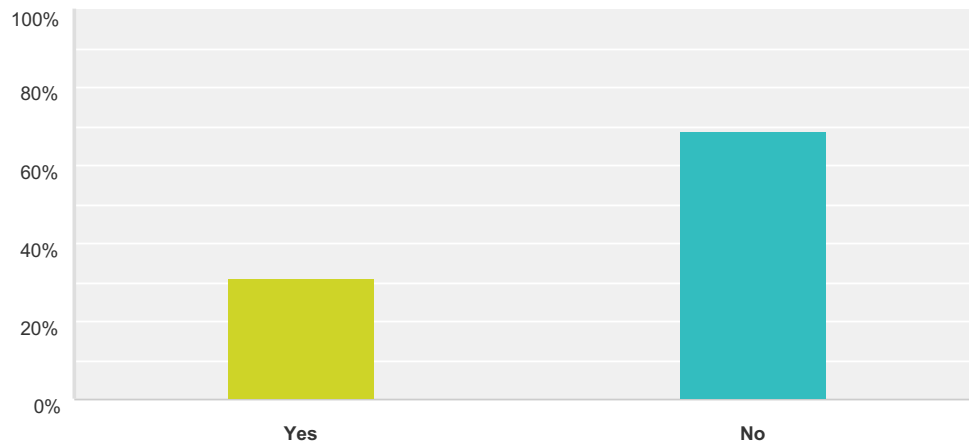
Answered: 545 Skipped: 60



Answer Choices	Responses	
Yes	53.03%	289
No	46.97%	256
Total		545

Q12 Do you currently or would you ride Route 40 Echo Hollow?

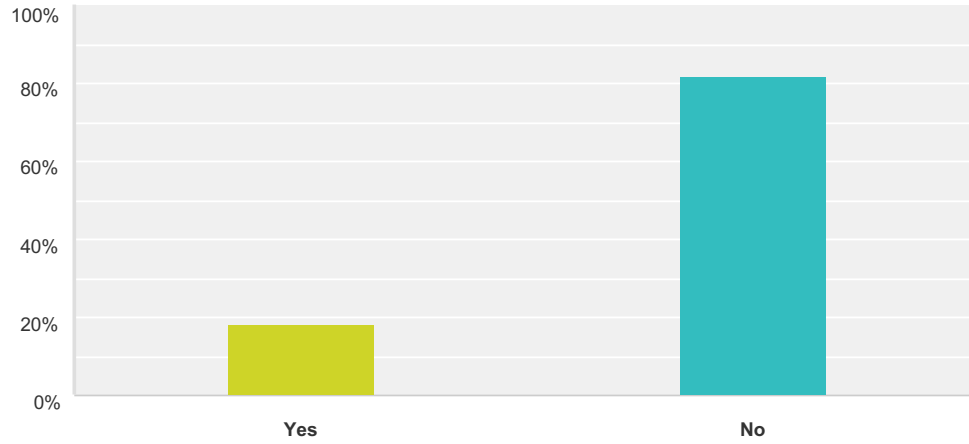
Answered: 545 Skipped: 60



Answer Choices	Responses	
Yes	31.01%	169
No	68.99%	376
Total		545

Q13 Would you be negatively impacted if service were removed from Charnleton Street between 5th and 10th Avenues?

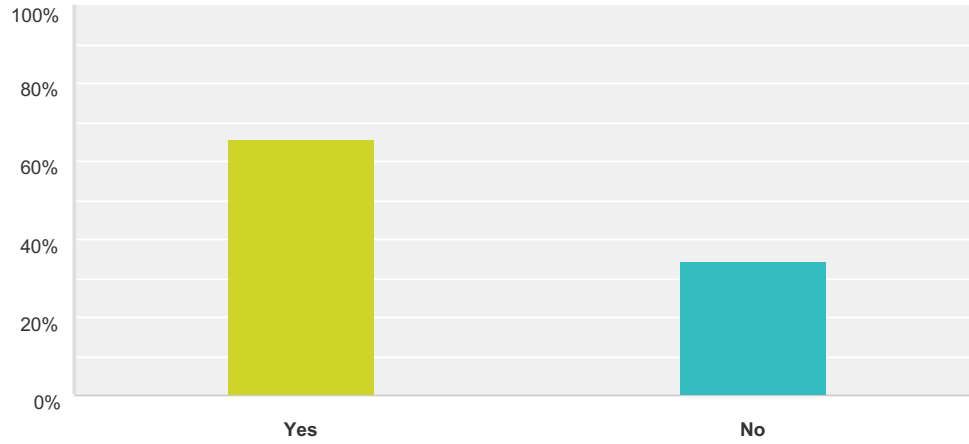
Answered: 169 Skipped: 436



Answer Choices	Responses	
Yes	18.34%	31
No	81.66%	138
Total		169

Q14 Would you use the service if it were extended to Amtrak Station, 5th Street Public Market, and Pearl Street?

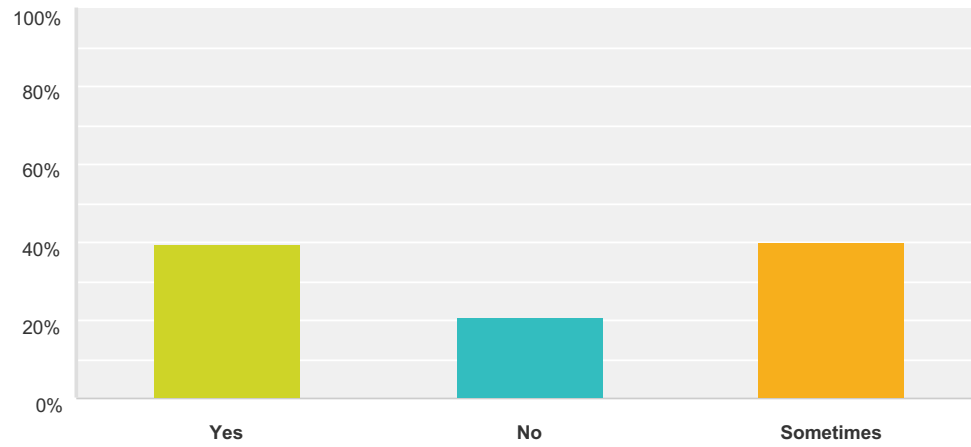
Answered: 545 Skipped: 60



Answer Choices	Responses	
Yes	65.69%	358
No	34.31%	187
Total		545

Q15 Do you currently or would you use weekday service departing from Eugene Station past 7:45 p.m.?

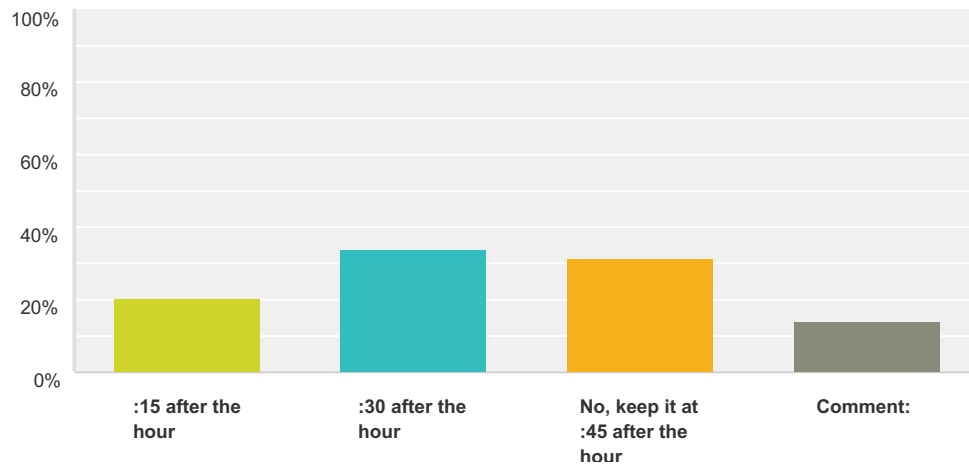
Answered: 543 Skipped: 62



Answer Choices	Responses	
Yes	39.41%	214
No	20.81%	113
Sometimes	39.78%	216
Total		543

Q16 If yes, would you prefer service to depart at a different time?

Answered: 417 Skipped: 188



Answer Choices	Responses	
:15 after the hour	20.38%	85
:30 after the hour	34.05%	142
No, keep it at :45 after the hour	31.65%	132
Comment:	13.91%	58
Total		417

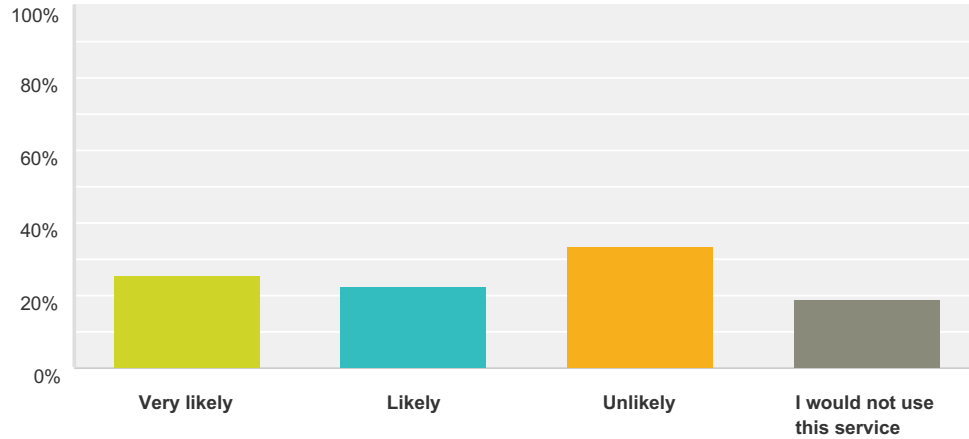
#	Comment:	Date
1	every 15 minutes	2/29/2016 1:59 PM
2	Don't care	2/29/2016 10:23 AM
3	No preference	2/24/2016 12:27 PM
4	It would be nice to match it with the Amtrak arrivals.	2/23/2016 4:18 PM
5	Doesn't matter as long as it is kater and consistent	2/23/2016 4:14 PM
6	I don't have a strong preference, but would probably choose :15 after. The library closes at 8, so 8:15 would be convenient for that. There are situations :45 is convenient, but not as often.	2/23/2016 2:33 PM
7	I don't care which, just longer service.	2/23/2016 2:13 PM
8	:5	2/20/2016 9:09 PM
9	The change over from 7:00 to 7:45 creates a 45 minutes service gap. Making it difficult to make it home after having to work.	2/20/2016 3:14 PM
10	hourly	2/17/2016 2:35 PM
11	I live in Creswell, and lived in Cottage Grove prior. The 98 service sucks. Don't know how anyone can get a job in Eugene and plan to ride LTD since there isn't enough bus service to the southern communities. It limits a person's availability to work.	2/13/2016 10:29 PM
12	No comment	2/13/2016 8:01 PM
13	service needs to be every 10 minutes in all routes and ridership will go up.	2/13/2016 7:50 AM
14	Align the time with main busses arriving	2/12/2016 5:23 PM
15	Doesn't matter to me	2/9/2016 5:21 PM

16	7:55	2/9/2016 3:12 PM
17	I don't care	2/9/2016 1:39 AM
18	no preference, just later.	2/8/2016 10:34 PM
19	no particular time	2/8/2016 2:11 PM
20	I don't care what time, as long as the inbound buses are able to connect in time.	2/8/2016 1:40 PM
21	anytime, but would like service after shows downtown ending around 10pm	2/8/2016 11:58 AM
22	Hard to make a blanket statement about this.	2/7/2016 10:20 PM
23	Don't know	2/6/2016 11:36 PM
24	No preference. Every trip is different.	2/5/2016 8:31 PM
25	I don't have an opinion about it.	2/5/2016 4:04 PM
26	match up better with evening EmX times	2/5/2016 2:55 PM
27	Doesn't matter, but I'd like it to go later, and more frequently.	2/4/2016 10:56 AM
28	Open to whatever changes are made.	2/3/2016 4:18 PM
29	Keep them running on the hour and half past, just like the do all day	2/3/2016 12:05 PM
30	unknown	2/2/2016 9:11 PM
31	I wish it would depart more frequently than once per hour.. missing a connection leaves you sitting in the cold oregon winter for an hour, listening to terribly maintained opera speakers.	2/2/2016 8:27 PM
32	no preference	2/2/2016 8:15 AM
33	I am not sure	2/2/2016 7:08 AM
34	I would like it to be more relevant to the times the other busses arrive. So whatever is 10-15 mins after arrival of incoming busses.	2/2/2016 6:53 AM
35	Depart time is fine as long as I could make connections/transfers.	2/1/2016 5:29 PM
36	depends on transfers - sometimes I miss transfer by only a few minutes and then have to wait 30mins for the next bus	2/1/2016 2:58 PM
37	any time works as long as other buses arrive within 30 minutes before departure	2/1/2016 2:48 PM
38	Exact time doesn't matter just extend the hours	2/1/2016 9:51 AM
39	Every 15 minutes	1/30/2016 9:35 AM
40	No preference	1/29/2016 3:57 PM
41	Not a strong preference, expanding the time span of service is more important to me (later on weekends for route 13 and EmX)	1/29/2016 2:56 PM
42	I would use later bus times if they weren't once an hour.	1/29/2016 8:24 AM
43	don't care	1/28/2016 9:19 PM
44	every 30 minutes later into evening preferred	1/28/2016 6:07 PM
45	No preference - my riding habits at this time are sporadic	1/28/2016 4:31 PM
46	I just want weekend service on the Lowell route.	1/28/2016 4:28 PM
47	Maybe all the buses don't have to leave at the same time? This is the primary reason that I don't use the bus all the time: my walk from the bus station home takes about an hour, so I end up just walking instead of waiting around for an hour when I miss the only bus departure.	1/28/2016 4:16 PM
48	don't care	1/28/2016 3:11 PM
49	Half-hourly service continue until 9:30	1/28/2016 3:06 PM
50	Don't know	1/28/2016 2:39 PM
51	Bus is most useful q. 15 or 30 minutes	1/28/2016 10:42 AM

52	It would be nice if community meetings were scheduled so that citizens could catch a bus with a short wait after a meeting ends. It would take coordination.	1/28/2016 9:47 AM
53	Suggest :15 and :45 past the hour	1/27/2016 8:33 AM
54	8:15 > :45 after. Springfeild to West Eugene Passangers	1/26/2016 10:46 AM
55	If it could be increased to every 30 minutes until 9:00 that would make it a lot more useful	1/25/2016 2:38 PM
56	more frequent would be better	1/24/2016 11:49 AM
57	It depends on what activity I'm attending	1/23/2016 2:43 PM
58	Doesn't matter	1/22/2016 6:01 PM

Q17 LTD currently runs limited service on the day after Thanksgiving. How likely would you be to ride if we provided normal weekday service?

Answered: 540 Skipped: 65



Answer Choices	Responses	
Very likely	25.37%	137
Likely	22.41%	121
Unlikely	33.33%	180
I would not use this service	18.89%	102
Total		540

Q18 Please feel free to add any additional comments or suggestions about the proposed changes or any other service related items.

Answered: 137 Skipped: 468

#	Responses	Date
1	The proposed change to #33 will mean I no longer commute to work via LTD and will have to drive instead.	2/29/2016 10:24 AM
2	Please consider increasing service to/from Florence.	2/28/2016 5:30 PM
3	I do not favor adding additional infrastructure to LTD system even if Fed money available. We are killing ourselves maintaining this sizable system and financial resources. Please know that few in Eugene wish to increase LTD tax especially forced upon us and our employers.	2/27/2016 3:51 PM
4	I was disappointed when the bus shelter at 46th Ave and Willamette was removed several years ago. The original was in excellent condition.	2/27/2016 3:01 PM
5	Routes 41 and 43, as they currently operate, do not leave early enough on weekdays in order for me to use them to get to work. I must arrive at the downtown station before 6:50 AM to be on-time to work, and currently no busses offer this service. I would use this service daily on weekdays if it was offered. I have spoken to other bus riders (on several different routes) who have also expressed that bus services in the morning hours are unusable due to current scheduling.	2/27/2016 10:53 AM
6	I'd like to see the Crest Drive bus return.	2/27/2016 10:09 AM
7	would love more regular service, particularly on weekends, on 18th.	2/26/2016 6:49 PM
8	Outbound 40 - change it to :20 after all morning and afternoon, starting with 9:20 on Saturdays	2/26/2016 4:23 PM
9	Since I am at school throughout the day, having buses that ply run every hour after 6:30 is extremely difficult and limits and errand running abilities at night, even though there are plenty of businesses open away from campus. I would go out to restaurants and places in west Eugene more if I didn't have to consider such a small window to catch a bus and a real fear of missing a bus and having to wait a whole hour to get home.	2/26/2016 3:18 PM
10	I love LTD- thank you for all you do!	2/26/2016 10:39 AM
11	More busses after the bars close would keep drunk drivers off the roads. More frequent busses (at least every 20 minutes) to places frequented by seniors would really help them (and keep them off the roads).	2/26/2016 10:11 AM
12	It would be very useful to have a rural extension over Bailey Hill Rd, to Twin Oaks Elementary, possibly beyond. I would be able to use the bus significantly more then.	2/26/2016 10:05 AM
13	I would like to ask that you consider additionally altering the #33 route, or another route so that it would traverse Chambers all the way to 11th/13th Ave, instead of turning back to Jefferson. There is currently no bus line that I am aware of which goes north and south on Chambers or Polk. Thank you! I appreciate that you evaluate the routes on a yearly basis.	2/26/2016 10:04 AM
14	I live at the end of route 28 and would most certainly use this service much more frequently if the frequency increased to every 15 minutes. It would seem that the connection to the university at the large swath of homes this route passes would boost it up the list of routes to consider for greater frequency.	2/26/2016 9:44 AM
15	Drop the hospital run for 95 Junction City. Or only stop one way, not both. It isn't used and adds unnecessary time to an already long trip.	2/26/2016 9:39 AM
16	Later service on Friday and Saturday nights would cut down on drunk driving/bike riding.	2/25/2016 5:43 PM
17	No additional comments	2/24/2016 10:28 PM
18	Great job LTD! Excellent presence and service to the best of your abilities and thank you for the hard work with EmX!	2/24/2016 12:28 PM
19	This survey would have been much easier to take if maps were included with all questions. Routes by number work for my daily trips, but not at all for the trips I take that are outside my usual routine. This would also work to inform all survey takers of what routes are available, in general, to market the breadth of services.	2/24/2016 11:50 AM

20	There's no reason EmX buses should be leaving stations early. There's GPS units on the buses. I dont understand why LTD doesn't crack down on drivers leaving stations early. Especially in the evenings/during limited hours.	2/24/2016 11:45 AM
21	I live off Coburg Road (Cal Young Rd) and work at UO. I would like a direct route added so I would not have to go downtown to make a change. It takes a little over an hour to make that ride, which takes about 11 minutes to drive in a car. I would ride the bus every day if there were a more direct and timely route.	2/24/2016 10:27 AM
22	No Thanksgiving or Christmas service is fine, your drivers need their time with their families too.	2/24/2016 9:50 AM
23	the security needs to be more diligent in stopping people from smoking at bus stops and the stations including e-cigs and vapors. YES joints too	2/24/2016 8:59 AM
24	I live out river road, and am disappointed that nobody thinks that the 55 should run on Saturday and Sunday. U would get riders, heath wise for us, it would benefit the people that live out here. Grocery shopping,work,we can't afford cabs, and I know a lot of people out here lose hours at work, cause they can't get there.couple times in morning couple times in evening.	2/24/2016 7:22 AM
25	I think some routes such as 67 and 66 should run more often on Sunday	2/23/2016 8:33 PM
26	Walking wayfinding signs from Amtrak to EMX @ 6-7th and more frequent service to Amtrak from Eugene station	2/23/2016 8:30 PM
27	it would be nice if the 17 and the 18 would have more times like the Eugene buses have	2/23/2016 8:29 PM
28	I often go to meetings in the Downtown Atrium building at night and would like to see more bus service later in the evening - 8 or 9pm	2/23/2016 5:37 PM
29	We really need more buses on weekends out to Veneta. My son has special needs and has a Job at Fred Meyer, he purchases a monthly pass and he has to work Sundays and can not get to work. Sat and Sun should at least have the same buses running like weekdays.	2/23/2016 5:34 PM
30	I ride the EMX to downtown station every weekday and often on weekends. I believe strongly EMX ought drop passengers off on 11th before continuing on to 10th. A bottleneck is created between passengers attempting to get off and get on at 10th when the EMX arrives. This is my strongest suggestion and proposal: please, drop passengers off on 11th before continuing to 10th. That way, passengers can decamp comfortably, and board comfortably.	2/23/2016 5:10 PM
31	The airport connector should better match flight departure times.	2/23/2016 4:20 PM
32	Better explain the proposed changes to route 33. From what I had read in the newspaper I was opposed to the change,but when I saw the route map and understood the change I changed my mind.	2/23/2016 3:15 PM
33	I take trips out of town via Greyhound, returning on Sundays about 8 pm. I would love an 8:30 pm Sunday departure so I have time to get from Greyhound to LTD station. I've ridden with UO students on Greyhound who would also like a later final Sunday departure.	2/23/2016 2:45 PM
34	I would like there to be more 55 routes. The non weekend schedule is horrible. I can't get home from work if this bus is inactive.	2/23/2016 8:43 AM
35	sundays and holiday hours make it difficult for me to get to work and return from work on these days	2/22/2016 8:09 PM
36	Ltd buses should have a gps on them, so the ltd riders can go on the ltd app and see where their bus is, how long until it gets to their stop, ect.	2/22/2016 3:41 PM
37	I am super interested in an additional route on highway 99 at airport road. Currently there is a stop at 3:34 pm, 5:34 pm, 6:35 pm, and 7:36 pm. I would like to see a 4:34 stop. Our business employees over 200 people and strongly supports sustainability. Most of our employees are off work between 4 and 5 pm and it currently doesn't make sense to ride LTD.	2/22/2016 10:06 AM
38	Please bring weekend service to those routes that were cut, including the #76 Oakpatch route, there is a serious need of riders needing weekend service along this route as many would have or still have to walk more than five or six blocks to catch a bus on the weekends from West 11th and Conger or from the Seneca Station at Fred Meyer's - whoever suggested these cuts in weekend service has a serious dementia problem, because weekend service is very much needed on the weekends, especially with covered shelter and seating at 15th and Oakpatch verus no covered seating or shelter at 11th and Conger, which needs seating there as well. Do what's right for the passengers and their needs, you'll likely be more regarded as a positive transportation company serving the public, than an enduring enemy in their eyes.	2/21/2016 1:38 PM
39	yeah I know it is ltd but a bus from Harrisburg in linn county would be nice	2/21/2016 11:43 AM
40	Ya'll are doing great things keep up the good work!	2/21/2016 11:26 AM
41	get rid of the emx its not needed and waste of tax dollars when there is other things the city needs	2/21/2016 11:25 AM

42	I work with low income people. It takes 3 buses for people in Springfield to come to anyplace in Eugene other than downtown...that's ridiculous!	2/21/2016 12:22 AM
43	Lower the bus fair prices due to the fact gas has been lowered.	2/20/2016 11:37 PM
44	I think Sunday service to Veneta is imperative! Also I think the bus stop t Ellmaker should be moved to a safer location, like in the Dairy Mart parking lot.	2/20/2016 11:01 PM
45	I ride a lot in the evenings and sitting outside in the cold for long periods of time because customer service is closed sucks. You should decrease wait times for buses at night or open customer service center at all major bus stations for customer comfort	2/20/2016 10:39 PM
46	the bus stop at the corner of Ellmaker and Hwy 126 needs moved, it is a safety hazard for drivers and riders. the other night 6pm the bus was stopped in the turn lane letting people off holding up those turning, then all the bus riders were crossing the road to Dari Mart when the bus pulled out. that is dangerous in the dark! It needs moved to other side in front of Dari Mart or Dixies and a cover bus stop made. poor planning on LTD where they put that stop...and people waiting for the bus stand in the turn lane because they have nowhere else to stand	2/20/2016 9:39 PM
47	More times and stops throughout the Eugene and Springfield area and more pick up time on route 93.... And Sunday pick ups	2/20/2016 9:11 PM
48	Busses on ALL routes should leave every 15 minutes, not every 20 or 30 minutes. Services need to start at 5 am so people who have to work at 6 am can get to work. Services should run b until 12 am. All 7 days per week. The Eugene station really just needs to be a pass through area. It really would cut down on all of the loitering that goes on down there.	2/20/2016 7:19 PM
49	My downtown employer provides bus passes for it's employees, but they are useless because bus service stops on Sundays before businesses close. Please expand Sunday service. It's frustrating and feels as if LTD thinks that people don't need to leave their houses on Sundays. The world doesn't stop for you.	2/20/2016 6:31 PM
50	There needs to be a connector from the 66/67 routes and the 51/52 routes. It is a short drive on the free way. But it requires taking one route to the Eugene station and making a transfer. Connecting the 66/67 and the 12 routes created a excellent bridge between the two routes that made the bus much more useful for many people. Connecting the 66/67 and the 51/52 would allow customers to save up to an hour to travel from River Road to Coburg Road. Providing that service while also serving the Gilham area would help close the "donut hole" that former General Manager Ron Kilcoyn stated he wanted to focus on and failed to do so.	2/20/2016 3:18 PM
51	Weekend service on 18th to UO!	2/20/2016 11:29 AM
52	I recognize that individual needs cannot always be accommodated, but I think there would be a fair group of people who would use service that could get them to Royal Caribbean in Springfield by 6:00 AM on any day, but especially on weekends. Ideas for future routes: -Gateway to River Road connector. Currently riders must go via Eugene Station, which adds about 30-60 minutes travel time. -Thurston to Eugene express, would cut travel/transfer time at peak periods.	2/20/2016 9:57 AM
53	Please add Weekend service for the #92. Also, I would like to see at least one route service LCC on Sundays.	2/19/2016 2:17 PM
54	If the cahnges to the 33 included running in both directions regularly that would be best. Lots of kids ride downtown in the morning so need to connect with other buses. I really like the idea of getting through the "dead spot" between Jefferson & Willamette, this has been a problem for us forever! Also if it ran at night till at least 10 PM, and every half hour even during the day.	2/19/2016 11:39 AM
55	Thank you. I love the service that you provide. I'm a young senior who no longer has a vehicle. I can get to shopping, markets, museums, lectures, events, etc. almost like I used to when I drove. I am truly grateful and appreciate your fine efforts to provide excellent service on a continuous basis.	2/19/2016 10:48 AM
56	I currently use the bus to ride to work everyday. On Sundays I cannot use the bus because it ends one service too early. Extended night service on Sundays would benefit my ability to commute by bus. The bus is a great way to get anywhere in Eugene (in my opinion) and I use it everyday whether I work or not. Thank you for this wonderful service.	2/18/2016 10:33 AM
57	I think it would be really great to bring back the Amazon run, as it would be really helpful for people living on that end of town, as there are 3 grocery stores on that run that are quite handy, and people would no longer need to walk, drive, or transfer like they do now.	2/17/2016 2:39 PM
58	I like the idea of adding am hour of service to both in the morning and in the evening for those who work on the weekends like myself	2/16/2016 8:57 PM
59	My work starts at 7am on weekends. I absolutely cannot get to work on LTD because buses don't run early enough on BOTH Saturday AND Sunday. I am able to get home from work, though.	2/16/2016 9:13 AM

60	The number 11 bus makes to many stops between Thurston station and 42nd street. It would also be nice if the bus went up to the large housing developments around Mt Vernon road and Bob Straub parkway. The drivers are fantastic.	2/15/2016 10:52 AM
61	Need more point to point lines and fewer hub centric lines. For example the new Airport route should extend to cross Prairie Road and River Road. Don't presume that everyone wants to go downtown before going to the airport.	2/15/2016 8:12 AM
62	The proposed changes do not help those living on the 98 route. Currently during the week the last bus out of Eugene is at 7:35pm. Earlier on Saturday and Sunday. This limits the opportunity for people to gain employment, seek out entertainment and/or shopping. I personally can not ride to work because I don't get off until 1130pm.	2/13/2016 10:36 PM
63	please continue to expand services to make more connections; it is a long road, but we must help reduce car trips and offer alternatives as well as increase transportation for those without cars	2/13/2016 10:34 PM
64	The 33 route is a lifesaver to those of us who use LTD in that part of Friendly neighborhood. Removing that route would further limit transit accessibility in a neighborhood that already is harder to get to/from by bus.	2/13/2016 3:50 PM
65	Cities with vital public transportation have connector routes to connect the hub lines and run buses every ten minutes so people can always make their connections. I cannot often use LTD because the connections are so sparse. I would love to use LTD more. I think ridership would increase greatly if you were to do this.	2/13/2016 7:53 AM
66	Hour or two later leave times on sat would be awesome so people could enjoy down town without the added cost of taxi. also later Sunday service would be great.	2/12/2016 7:53 PM
67	Please extend route 33 to Woodfield center. I and many of my neighbor's would use it much more often. I do about 90% of my shopping in that area.	2/12/2016 7:51 PM
68	Keep doing what your doing. need to smile more	2/12/2016 12:51 PM
69	all & all good service.	2/12/2016 10:00 AM
70	Please do not remove route 33. I took the newly added 7pm departure last night, and it was packed! It serves this part of town very well, perhaps your surveys did not indicate that but it does. I also think extending route 33 to woodfied station is a wonderful idea as many in this area would benefit because currently the only option to get there by bus is to take the 33 downtown, then the 24, which many do, but making it one trip makes sense considering its proximity to the Jefferson area. Thank you for your consideration and for asking for community input. I love and appreciate LTD.	2/12/2016 9:53 AM
71	I'm a bit biased, since the Jefferson #33 serves our neighborhood, but I would hate to see it curtailed; and just an aside, we love the EMX! (kinda feel like you get a lot of haters regarding that one, but it's been awesome for our family; especially our UO attendee kids!)	2/12/2016 1:30 AM
72	For the Jefferson route, I did answer I would negatively be affected by the removal from 24th to 28th. Perhaps the proposed route could be modified to go south on Jefferson until 26th, then take 26th to Friendly and then back up to the route at 24th... With all the hills around, sometimes an extra few blocks matters.	2/11/2016 7:19 PM
73	have the 81 leave every half hour (at some point it goes to hourly) in the evening, towards LCC - many students use this to get home, as on the way there it is a popular route home (i.e. ending at 30/harris)	2/11/2016 1:17 PM
74	This survey forced me to rank which services were more important to the entire community. I don't feel like I can speak to the other routes, as they are not in my neighborhood, and I don't rely on them. Please disregard my ranking for those first few questions. I can say that the 33 is very important to the Friendly neighborhood, and it would be awesome if it extended up to the Woodfield Station.	2/11/2016 8:46 AM
75	I would love to see the proposed changes for route 33 come to pass.	2/11/2016 7:09 AM
76	Add service from Coburg road to Royal Caribbean/Symantec stop.	2/11/2016 6:16 AM
77	Like to know more information about the airport shuttle, and what times and hours...that interest me a lot.	2/11/2016 3:07 AM
78	Your website is absolutely horrible when used from a mobile phone. Please fix it.	2/10/2016 2:48 PM
79	Expanding 33 sounds great, my household relies on it daily to get to campus- we host foreign students for UO international program	2/10/2016 1:12 PM
80	Restrooms NEED to be open later than 7:00!	2/10/2016 1:25 AM
81	Adding the service on the 33 Jefferson to the Amazon station would be ideal!!! Provides an easier way for us to get to the South side of town without having to first go North. Especially for kids taking the bus to the high school.	2/9/2016 11:22 PM
82	Please keep route 33 Jefferson!	2/9/2016 10:14 PM
83	the 55 run on weekends and sunday longer	2/9/2016 4:23 PM

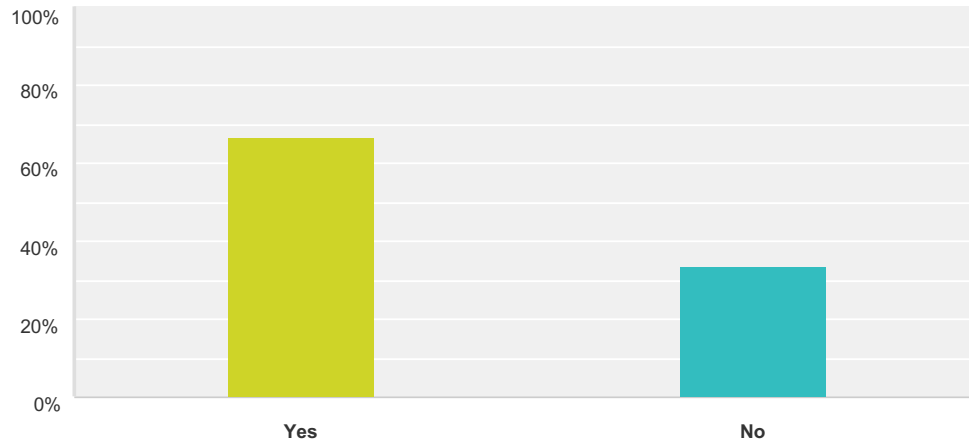
84	Thank you for your service. Although you work for a privately owned company, I understand you are basically public servants. I rely on the LTD system for my transport to school. Keep up the good work and thank you for people like Charles, one of your best drivers. I'm Danielsan, Student, Writer, Former Active Duty United States Marine.	2/9/2016 3:51 PM
85	you are wonderful	2/9/2016 3:32 PM
86	Routes leaving Coburg Industrial Park before 4pm to return back to town	2/9/2016 2:49 PM
87	It would benefit the EMX to RiveBend hospital for staff if us that start at 6:30 AM could catch the bus. For me it just drops us off at 6:30 am and that's too late for work. (get to floor, change clothes ect. thx.	2/9/2016 1:00 PM
88	I live in the friendly street area and would greatly appreciate more service runs down 28th and around this area.	2/9/2016 11:19 AM
89	I would be greatly impacted if you discontinued service on route 33, on 24th street. I would also greatly benefit if you extended the service to woodfied station, as I work at woodfied station and live at 24th/Monroe.	2/9/2016 10:55 AM
90	just add 1 hour on sunday	2/9/2016 9:38 AM
91	LTD claims to serve wheelchairs but has not made an effort to provide public walks to all his stops. City policy is for the adjacent homeowner to do this but that is an in fair burden for them to accept because they happen to live in front of a bus stop and they are already accepting the burden of the rider loitering and bus noise. This is a LTD failure that should have been corrected years ago in every neighborhood. Figure it out our stop making the claim.	2/9/2016 8:11 AM
92	Wish buses would not leave 15 seconds before scheduled....how about 20 seconds after the clock turns to the minute they're scheduled to leave?	2/9/2016 7:00 AM
93	A bus line that uses the Beltline to cut down on traveling time.	2/9/2016 5:53 AM
94	Route 33 should run nights and Sundays	2/8/2016 11:39 PM
95	I love the proposed changes for 33 Jefferson	2/8/2016 10:53 PM
96	I love the extension of route 33 to Amazon Station. Great job!	2/8/2016 10:36 PM
97	More Sunday service, please.	2/8/2016 6:44 PM
98	There should be some n/a options as I just do not use parts of the system. It would be nice to have a route that uses the Bob Strab Parkway.	2/8/2016 3:10 PM
99	Thank you for the opportunity to provide community input. You folks at LTD are doing a fantastic job. Please don't let the haters get you down!	2/8/2016 2:44 PM
100	LOVE the EmX to RB...use it many times a week	2/8/2016 2:11 PM
101	Route times for 17/18 are not very consistent, so it is difficult to know if there is a bus available if catching the EmX from Eugene Station. It would be nice if they were offset, so one leaves every 15-20 minutes, instead of both leaving every 35-40 minutes.	2/8/2016 1:43 PM
102	YES, need better service to airport and AMTRAK !!!!!This is exciting.	2/8/2016 11:59 AM
103	The bus to catch the airport shuttle is a great idea but it would be difficult to transfer with luggage. Love the idea to have other transportation options besides cabs. I would definitely utilize this if it was customized a bit more...	2/8/2016 11:54 AM
104	I would greatly appreciate any additional service on route 18, and especially if it could run more often on Sunday.	2/8/2016 11:15 AM
105	There needs to be a bus route on Chambers, from 11th to 18th.	2/8/2016 9:28 AM
106	I missing having the 73 bus go up Braeburn to take the kids to school and bring them home. That was a great route, which seemed very efficient.	2/8/2016 8:58 AM
107	I live in Creswell & work in Coburg so the only route that I'd take would be one direct, otherwise, travel time would be too long, I have young children at home, one is disabled.	2/8/2016 8:23 AM
108	I highly encourage service upgrades that provide more flexibility for bus users - namely extended connectivity (like 33 to Amazon Sta.) and more frequency and extended hours.	2/8/2016 12:38 AM
109	It was hard ranking routes I know against those I don't; I would rather have just said which changes would help me, and not have to judge all of them.	2/7/2016 10:21 PM
110	I would really like it if you would add an express line going from Gateway Mall down Bob Straub so that way you can get to Lowell easier.	2/7/2016 3:23 PM
111	Route 33 should run on Sundays and as late as other routes on weekdays and Saturdays	2/7/2016 2:31 PM

112	Please bring back the express service from River Rd to UO. Many students and instructors live out that way due to high rent costs near UO, but transportation is problematic. Early morning (arriving at UO before 7 and 8 am) and late afternoon (leaving UO after 5 and 6 pm) would be especially helpful.	2/7/2016 1:28 PM
113	I feel that the bus schedule that is directly in front of Sacred Heart Riverbend hospital on the right bus lane should be changed from 7:35am to 7:40am so it would be more convient for peacehealth working who get off at 7:30am to get a ride home without missing it.	2/7/2016 3:37 AM
114	When I wait on Coburg Rd or River Rd. for half an hour because I just missed the bus I wish the bus came every 15 minutes. Maybe a bus does come by every 15 minutes and the 15 minutes seems long because the noise and exhaust of the vehicles is so unsettling and exhausting.	2/6/2016 11:41 PM
115	#93 Veneta. We have a lot of new housing. Businesses are hiring but lose many potential employees due to the distance from Eugene. I ride w/many users who are working in the Ray's shopping center and you know that as you're including a stop in the shopping center again starting Feb 7th. Please consider added another Saturday and a Sunday. Those employees and the citizens of Veneta need more accessibility to Eugene. Thank you for your consideration on the #93	2/6/2016 10:59 PM
116	IT WOULD BE AMAZING IF THE 55 NORTH PARK ROUTE WOULD RUN ON THE WEEKENDS!!!	2/6/2016 4:01 PM
117	Later bus service to both hospitals would help night shift riders	2/5/2016 11:28 PM
118	You have asked me to rank routes for which I have no knowledge. The survey would not let me continue without doing so.	2/5/2016 8:32 PM
119	It would be nice to see service extended later. I work in the emergency department and there are a lot of patients that stress about catching the last bus. I would ride more often (daily) if I could catch the bus home at night.	2/5/2016 5:20 PM
120	Junction City Routes to Springfield station or direct east and west over beltline for connections would be nice.	2/5/2016 4:13 PM
121	Some busses I don't ride because I don't happen to go to that part of town, or I walk to that part of town instead. I'm totally in favour of more busses, more often, with more bus stops! The EmX stops are so far apart -- too far apart in some cases.	2/5/2016 4:07 PM
122	I would love a bus to run East of Delta Highway on Goodpasture Island Road or Norakenzie	2/5/2016 3:30 PM
123	I am a UofO student, and work 2 jobs - at Symantec (on International Way) and Izumi (located in the Cresent village). I live on Harlow Rd., and share a car with my fiancee, who works at AAA on Country Club Rd. I ride the EMX, 12 Gateway, and 66 VRC/Coburg Rd. Most of the changes listed don't have much of an effect on my riding patterns.	2/5/2016 3:24 PM
124	1.More evening service in general.. 2.In the evening continuing service all the way in from Irvington to downtown Eugene, not ending service at the River Rd station, leaving riders stranded.	2/5/2016 3:02 PM
125	I live in Veneta and it would be nice to have Bus 93 to have an earlier route other than 6:52 so I can make the 0700 shift at Sacred heart Riverbend.	2/5/2016 2:31 PM
126	A park and ride in the Safeway parking lot by the EMX off of Pioneer Pkwy. Buses riding directly to RiverBend from Hayden Bridge. It is not an effective use of time to ride from Hayden Bridge to Springfield Station and then catch the EMX to RiverBend Hospital.	2/5/2016 1:58 PM
127	Later runs would be very useful to cutting back on having to pick up spouse. The current drive is Woodfield Station to Gateway. Later service especially on Sundays are very much wanted. Thank you.	2/5/2016 1:07 PM
128	I live in the Veneta area. I would like the 5:35pm bus (93) to leave from Eugene Station at 5:40pm. The EMX arrives too late and I always see the 93 pulling away just as the EMX pulls up. I end up having to wait at the station until 6:30pm. I also would like to see more busses from Veneta to and from Eugene on Saturdays.	2/5/2016 1:01 PM
129	We could use more covered bus stops and park and ride services.	2/5/2016 12:48 PM
130	Improved and faster service from Santa Clara to Riverbend.	2/5/2016 12:34 PM
131	Please restore Route 27 Fairmount service up Summit Ave. to the Wilkins Shelter in Hendricks Park. There currently is no service to the entire Hendricks Hill region.	2/5/2016 3:02 AM
132	I'm disabled and Route 66 and would use the earlier weekend service. I would also benefit from expanded service n the 96	2/4/2016 11:04 PM
133	I ride the 95 a lot, from junction city to the Eugene station. I feel like there are not enough buses going out there. I have classes at LCC that end at 11:20 I don't have enough time to get to the station from school, causing me to be in town until 2:35 which is quite irritating and very boring. I would love if Weekdays had more times, in addition to Sundays having more than two buses.	2/4/2016 8:38 PM

134	Thanks for asking! I'm in favor of more extensive and frequent LTD for the community! Would like to see perhaps small (van) vehicle service to hills in south Eugene, and service to Mt. Pisgah and Spencer Butte. Would also like Rte 33 & 36 departure times from Eugene Station and inbound to station looked at so that they are not simultaneous times of departure from station and Jefferson, Washington/19th, 18th Aves. (Stagger them, by 15 minutes, for example.) Would prevent people like me from running from one to the other in traffic to get to my preferred bus of the moment or whichever comes first...	2/4/2016 11:03 AM
135	Please extend service on Marcola Rd. to the Hayden Bridge area.	2/4/2016 10:24 AM
136	Route 78 to the UO is VERY crowded in the mornings. I am a senior and unable to get a seat on some days (senior/disabled seats are filled with students). More frequent service would most helpful, as well as seating and shelter from the cold and rain at the south side 18th & Willamette stop . Thank you!	2/4/2016 9:59 AM
137	would like to see additional trips on 32 W 1st Ave, perhaps with a smaller bus or van since ridership would still be limited. perhaps some commute trips to and from Eugene Station in the 8am and 5pm hours.	2/4/2016 9:24 AM

Q20 We value the opinions of our community and would like to stay in contact with you. Would you like to be notified of the outcome of this Annual Route Review, and informed of future LTD input opportunities?

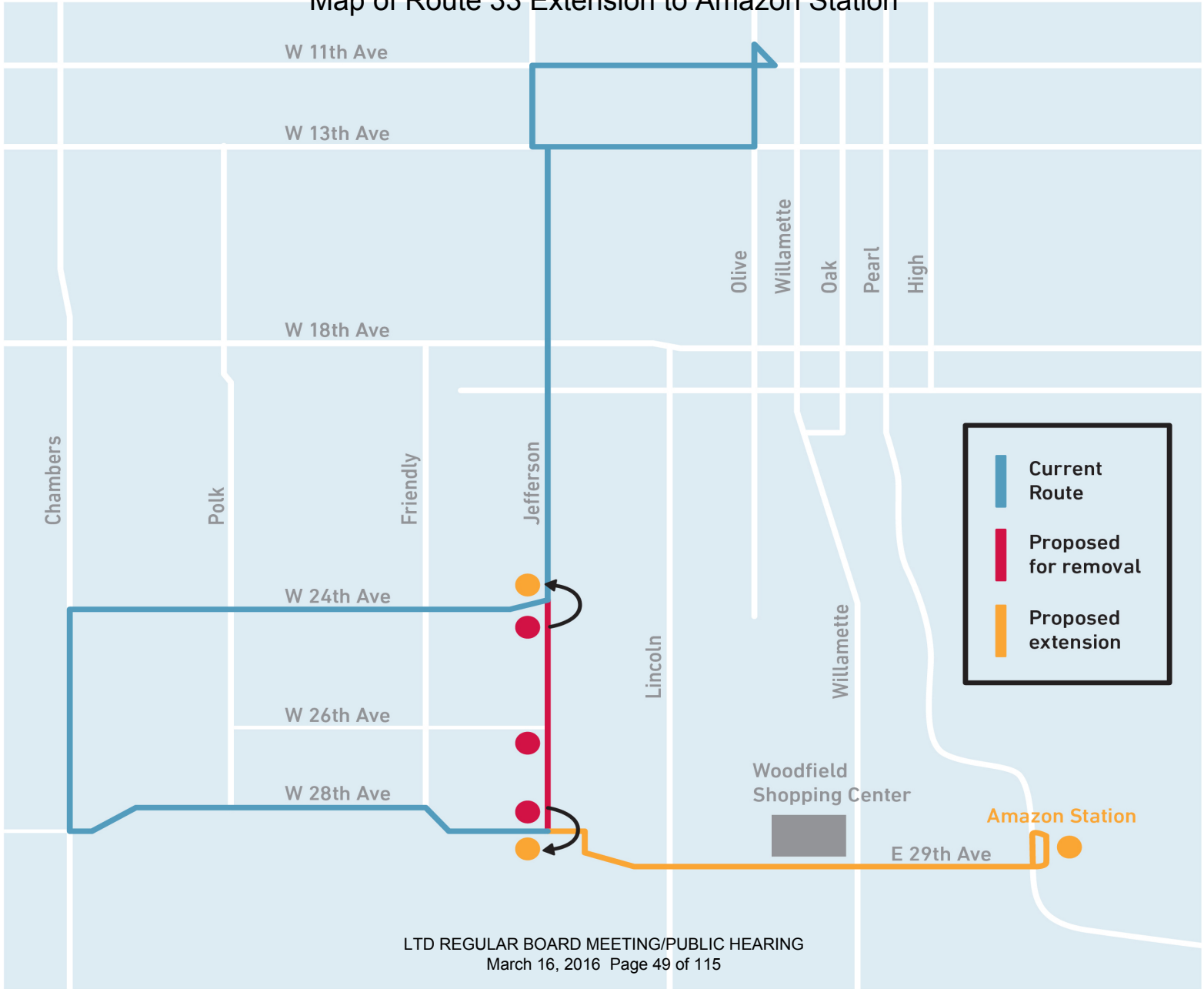
Answered: 502 Skipped: 103



Answer Choices	Responses
Yes	66.33% 333
No	33.67% 169
Total	502

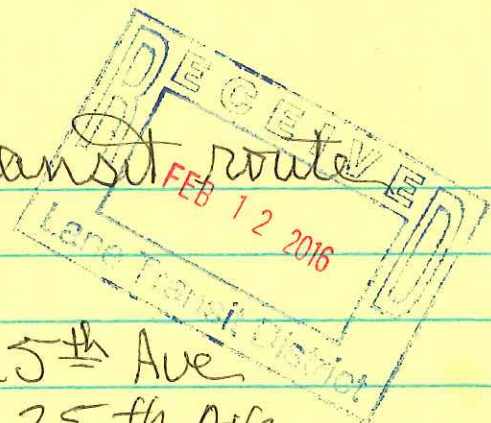
ATTACHMENT 3

Map of Route 33 Extension to Amazon Station



NEW

I support the LTD bus transit route for the 33.



- I. Nancy Ellen Locke 1130 W 25th Ave.
- Steve Dennis 1190 Wst 25th Ave
- Jan Jetti 2535 Tyler St Eug 97405
- Paul Firt 2575 Tyler St. Eug 97405
- Virna Gran 2590 Tyler St. Eug 97405
- Bess Nobel 2570 Jackson Eug 97405
- Barry Nobel 2570 Jackson Eug 97405
- Nourah Alhasawi 2630 Jackson Eug
- James Buby 2660 Tyler St. Eug
- Gaylene Hackbath 2720 Tyler St Eugene
- Arden Klabach 1155 W 27th Pl Eugene
- Gauri S. Powell 1147 W. 27th Pl Eugene 97405
- Jan Rupp 1145 W 26th Ave Eugene, 97405
- Wendy Bates 1120 W. 26th Ave Eugene, Or. 97405
- Jana Mitchell 2575 Van Buren Eugene 97405
- John Wagoner 2575 Van Buren St. Eug. 97405
- Barbara Joyce 2565 Van Buren Eugene 97405
- Gin Collins 2550 Van Buren Eugene, Or 97405
- Chad Klein 1130 W 25th Eugene 97405
- Carol Schnabel 2480 1/2 Van Buren St. Eugene, 97405
- Jessica Jackowski 1185 W 25th Ave Eugene, 97405
- Matt Lutter 1185 W 25th Ave Eugene 97405
- Angela Petty 2487 Monroe St. Eug 97405
- Andrew Dart 2430 Van Buren 97405

Date Wed Feb 10, 2016

*Friendly Area Neighbors
A Eugene Neighborhood Association*

March 7, 2016

Aurora Jackson, General Manager
Lane Transit District
P.O.Box 7070
Springfield, OR 97475-0470

Submitted via email to: ltd@ltd.org and aurora.jackson@ltd.org

Subject: Support for Route 33-Jefferson 2016 proposed service adjustments

Dear Ms. Jackson:

The Friendly Area Neighbors (FAN) executive board endorses the 2016 proposed service adjustments to Route 33-Jefferson. FAN is the Eugene neighborhood association most directly impacted by the 2016 proposed service adjustments, affected by both the proposed service removal and proposed service extension. FAN's borders extend south from West 18th Avenue, west to Chambers Street, south to West 28th/29th Avenues, and east to Amazon Creek, including the Woodfield Station shopping plaza and LTD's Amazon Station.

At FAN's January general meeting, Tim Simon from LTD presented an overview of LTD's 2016 annual route review and proposed service adjustments. Attendees of that meeting expressed only positive comments toward the Route 33 adjustments. At the February meeting of FAN's transportation committee, the committee recommended sending a letter to LTD to express FAN support for the route changes. The FAN board at our February executive board meeting unanimously supported the committee's recommendation.

The proposed service adjustments will better serve FAN residents by offering a transit connection between our core residential area and core business district. Furthermore, the proposed extension to Amazon Station will allow FAN residents to transfer to either Downtown or Amazon connections via their local route. FAN has long suggested an east-west transit connection between Friendly/Jefferson Streets and Willamette Street is greatly needed, and we have felt underserved by LTD in this regard. We are very pleased to see the proposed service adjustment and believe that Route 33 will see an increase in popularity when the changes are adopted.

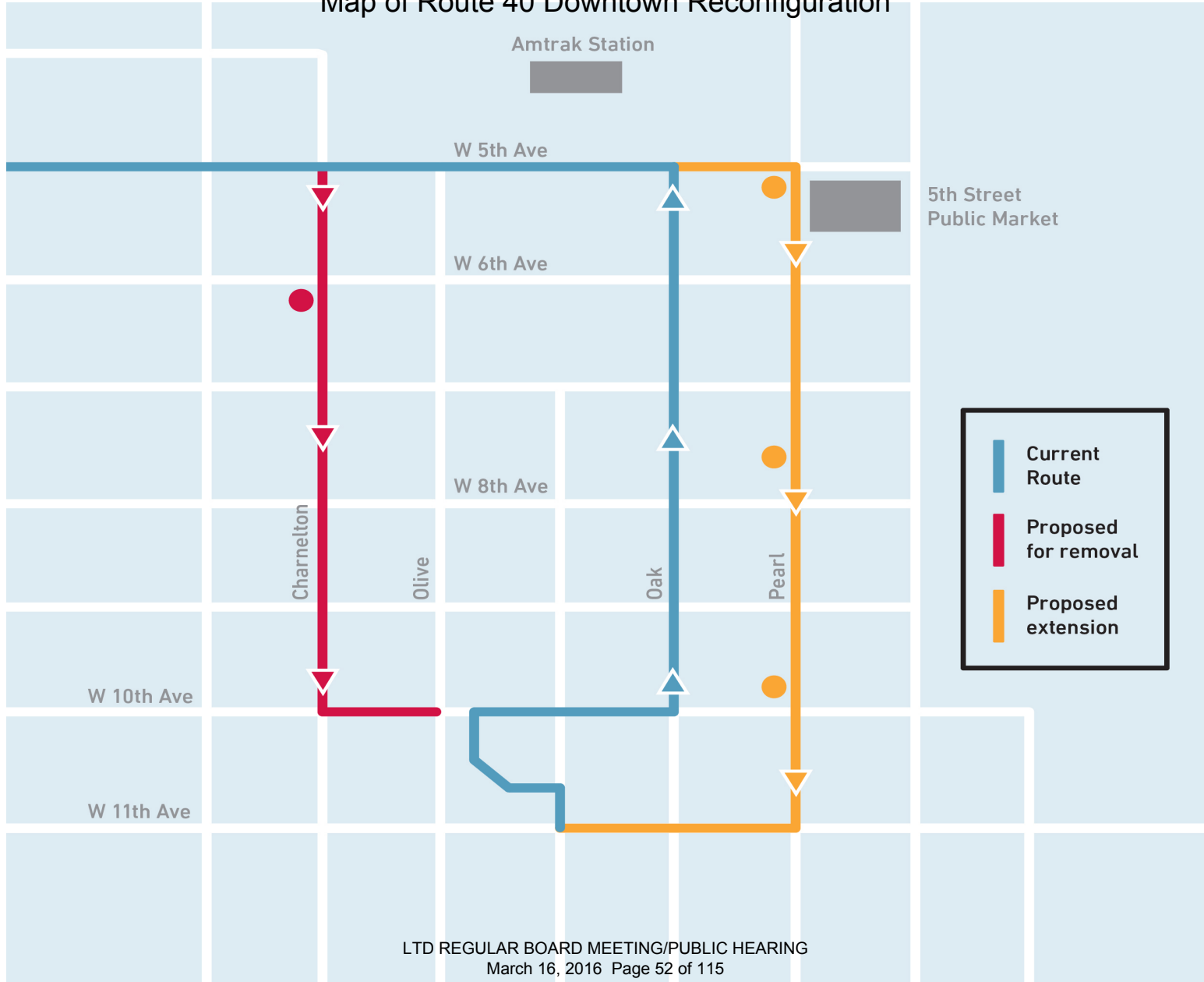
Sincerely,

Todd A. Miller

FAN Transportation Committee Chair
1859 Jefferson Street, Eugene, OR 97402

ARR ATTACHMENT 6

Map of Route 40 Downtown Reconfiguration



AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: APRIL EMPLOYEE OF THE MONTH

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

BACKGROUND:

Graphic Designer Karen Kirchhoff is the recipient of the April 2016 Employee of the Month award. Karen joined the LTD team in October 2013; and since that time, she has received two Monthly Value awards. She also was a member of the 1st Place award-winning APTA Ad-Wheel Monthly Pass Design and 1st Place award-winning APTA Ad-Wheel Courtesy Campaign teams!

Karen was nominated for this award by a coworker who wished to recognize her for her devotion to her craft and dedication to LTD. According to the coworker, Karen has been covering the work of two graphic designers and mentoring two interns in the Graphics Division, while the Marketing Department continues to be down one staff member. Even with the extra workload, Karen continues to deliver on-time, beautiful, and professional products for every single work order submitted. The coworker states, "Her enthusiasm for good design, color, consistency, and messaging makes every article she produces something the District can be proud to display."

When asked to comment on Karen's selection as Employee of the Month, Marketing Manager Meg Kester said:

The District's Graphics Division, currently staffed by just one designer and two part-time college interns, received more than 500 work orders during the past year. Karen is called upon multiple times each day to generate deliverable materials in support of LTD's work - both inside and outside the agency. This work ranges from campaign collaterals, crucial customer information, event and promotional materials, funding and educational documents, signage, internal agency support materials, and more. She delivers on-time, on-point, impressive, and professional products *every time*. She has great enthusiasm for good design, messaging, and function, and she ensures that LTD's brand and image are consistent and professional.

Karen has been covering the work of two graphic designers while mentoring two interns. This is not the first time that Karen has been asked to assume the duties of two graphic designers, and Karen has gracefully accepted the challenge once again. Karen embodies the passion, commitment to craft, and work ethic that LTD strives for. Thank you, Karen, for your great work and ongoing service to LTD.

AWARD:

Karen will attend the March 16, 2016, meeting to be introduced to the Board and to receive her award.

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\EOM AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

ACTION REQUESTED: Approval of Consent Calendar items

BACKGROUND:

Issues that can be explained clearly in the written materials for each meeting, and that are not expected to draw public testimony or controversy, are included in the Consent Calendar for approval as a group. Board members can remove any item from the Consent Calendar for discussion before the Consent Calendar is approved each month.

The Consent Calendar for March 16, 2016, consists of:

- Approval of the Minutes of the February 17, 2016, Regular Board Meeting
- Appointment of Jennifer Smith to LTD Board Budget Committee

ATTACHMENTS:

- 1) Minutes of the February 17, 2016, Regular Board Meeting
- 2) Nomination Form for Jennifer Smith to the LTD Board Budget Committee

PROPOSED MOTION: I move that the Board adopt the following resolution:

LTD Resolution No. 2016-004: It is hereby resolved that the Consent Calendar for March 16, 2016, is approved as presented.

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\Consent Calendar AIS.docx

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, February 17, 2016

Pursuant to notice given to *The Register-Guard* for publication on February 10, 2015, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a regular board meeting on Monday, February 17, 2016, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17th Avenue, Eugene, Oregon.

Present: Gary Wildish, President
Carl Yeh, Vice President
Julie Grossman, Secretary
Angelynn Pierce
Gary Gillespie

Aurora (A. J.) Jackson, General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Ed Necker
Don Nordin

CALL TO ORDER/ROLL CALL: Mr. Wildish convened the meeting at 5:32 p.m. and called the roll.

PRELIMINARY REMARKS BY BOARD PRESIDENT: Mr. Wildish welcomed everyone to the meeting. He displayed a plaque that was presented to LTD by Womenspace in appreciation for the assistance of LTD employees.

COMMENTS FROM THE GENERAL MANAGER: Ms. Jackson distributed information on a motor vehicle accident involving a RideSource vehicle. She stated that there were no injuries but there had been a small fuel spill. She shared that during a recent visit at the Federal Transit Administration (FTA) regional office, officials had expressed interest in the West Eugene EmX Extension project, as well as the *MovingAhead* initiative to study future corridors. She announced that FTA Region 10 Administrator Rick Krochalis was retiring after more than 30 years with the agency.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: At the request of Mr. Yeh, Mr. Wildish added a discussion of Vision Zero to the agenda.

BOARD CALENDARS: Ms. Jackson briefly reviewed coming Board activities.

EMPLOYEE OF THE MONTH — MARCH 2016: The Board recognized Bus Operator Mike Duran as the March Employee of the Month. Mr. Wildish presented Mr. Duran with his award

and thanked him for his outstanding service and dedication to LTD's mission. Mr. Duran thanked the Board for his award.

AUDIENCE PARTICIPATION: Mr. Wildish explained the procedures for providing public testimony to the Board.

Rob Zako, Better Eugene-Springfield Transit (BEST), Eugene, distributed a memorandum dated February 2, 2016, from BEST to the EmX Steering Committee, regarding Vision Zero. He said that there had been a number of traffic fatalities last year in the metropolitan area and that Eugene, Springfield, and Lane County were engaged in safety initiatives. He said that the EmX Steering Committee had been discussing the question of what role LTD could play in promoting safety. BEST suggested that LTD adopt a Vision Zero goal--in particular, around bus stops and beyond, by conducting a comprehensive assessment of all bus stops to determine how safe it was to get to and from those stops, focusing on the safety of street crossings.

ITEMS FOR ACTION AT THIS MEETING:

MOTION Consent Calendar: Ms. Pierce moved to remove the January 20, 2016, Regular Board Meeting Minutes from the Consent Calendar. Mr. Yeh provided the second.

VOTE The resolution was approved as follows:
AYES: Gillespie, Grossman, Pierce, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Nordin, (2)

MOTION Ms. Pierce moved adoption of the following resolution: LTD Resolution No. 2016-001: It is hereby resolved that the Consent Calendar for February 17, 2016, is approved as amended. Ms. Grossman provided the second. The Consent Calendar consisted of the Minutes of the December 16, 2015, Regular Board Meeting.

VOTE The resolution was approved as follows:
AYES: Gillespie, Grossman, Pierce, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Nordin, (2)

MOTION Ms. Pierce moved to amend the January 20, 2016, Regular Board Meeting Minutes by removing the sentence, "She encouraged Board members to attend the December 17 employee potluck," under the Board Calendars section on page 1. Mr. Yeh provided the second.

VOTE The motion was approved as follows:
AYES: Gillespie, Grossman, Pierce, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Nordin, (2)

Revised Criminal Records Process and Management Policy: Human Resources Generalist Christy Riney stated that the proposed revisions would require a criminal background check for all new applicants and current LTD employees who applied for positions that required the operation of any District motor vehicle, regardless of who was being transported.

Mr. Yeh asked if that was a standard employment practice and would there be additional costs. Human Resources Manager David Collier replied that the policy was adopted by the Board in 2000 and was being updated to reflect new requirements. Ms. Riney explained that the additional costs were negligible and that there could actually be some savings involved as the District would use a third-party vendor to conduct electronic fingerprinting and another vendor to receive and process the fingerprints. She said that the process would significantly reduce the amount of time it took to receive background check results. Mr. Collier added that the process also would provide more accurate search results.

MOTION Mr. Yeh moved approval of the following resolution: Resolution No. 2016-002, adopting the Revised Criminal Records Process and Management Policy, which establishes criminal background check procedures and guidelines as required by ORS 267.237, while maintaining the current guidelines under ORS 181.537(2e). Ms. Pierce provided the second.

In response to a question from Mr. Gillespie, Ms. Riney said that once the new process has been in place long enough to have data available, it would be reviewed for time and cost savings.

VOTE The motion was approved as follows:
AYES: Gillespie, Grossman, Pierce, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Nordin, (2)

Support for City of Eugene Community Court Grant: Director of Operations Mark Johnson introduced City of Eugene Prosecutor Susan Triem, City of Eugene Presiding Judge Wayne Allen and LTD Public Safety Manager Frank Wilson who had been involved in the development of the Community Court program. He said that the City of Eugene had applied for a \$200,000 grant to start the program. He explained that the Community Court program would differ from regular court as it would work individually with low-level offenders, and it would focus on a better way to deal with the large number of low-level offenders within the one-block area of the Eugene Station who tend to cycle frequently through the court system. He added that the program was widely supported by downtown residents, businesses, and civic groups. The City of Eugene was requesting a letter of support from the LTD Board.

Ms. Grossman asked for examples of low-level offenses. Mr. Johnson said that examples may include trespassing, interfering with public transportation, and open container offenses.

Mr. Gillespie asked if the Community Court would be separate from LTD's process for removing or banning someone from the bus. Mr. Johnson replied that the two processes would work in concert and that people could be routed to Community Court instead of being

prosecuted in regular court for certain offenses. The LTD appeal process would remain in place.

Mr. Yeh asked what types of penalties might be assessed through the Community Court program. Judge Allen said that the City's program is based on Spokane's model to address problems in its downtown area. He explained that the community policing approach would be used to try to resolve problems through assisting someone rather than citing or arresting them. If that did not work, a person would be cited and ordered to appear at Community Court, which was a much more informal environment. The person would be appointed a public defender and be given a needs assessment to determine if they would be assigned to a one-, two-, or three-month program. Referrals to providers would be made, and the person would be escorted to an area where provider representatives could meet with him/her to discuss needs and available services. He said that the goal is to help problem bus riders better use the transit system and learn accountability through community service. He said that the program would be very flexible to accommodate individual circumstances. He said that many approaches in the past had failed to solve downtown problems. The Community Court program's goal is to improve a person's situation and, thereby, improve the community. There are many benefits to be derived from Community Court, but the primary reason to take this approach is because it is the right thing to do.

Mr. Yeh said that he appreciated the new approach--particularly the needs assessment, and thanked the City for pursuing the grant.

Ms. Pierce asked if the program would be sustainable. Judge Allen said that Eugene City Manager Jon Ruiz was very interested in the approach, as well as in a veterans' court that is part of the Spokane model.

MOTION Mr. Gillespie moved the following resolution: Resolution No. 2016-003: It is hereby resolved that the LTD Board of Directors supports the proposed Community Court system and communicates said support by way of the attach letter to the directors of the Center for Court Innovation and Bureau of Justice Assistance, Office of Justice Programs, U.S. Department of Justice. Ms. Pierce provided the second.

VOTE The motion was approved as follows:
AYES: Gillespie, Grossman, Pierce, Wildish, Yeh (5)
NAYS: None
ABSTENTIONS: None
EXCUSED: Necker, Nordin, (2)

ITEMS FOR INFORMATION AT THIS MEETING:

Board Member Reports: Mr. Gillespie asked Planning and Development Manager Tom Schwetz to provide an update on the Metropolitan Policy Committee (MPC) meeting. Mr. Schwetz said that LTD's request for funding for the Main Street-McVay project was approved by the MPC and would be forwarded to the Oregon Department of Transportation (ODOT) for programming so that LTD could access funds.

2016 Annual Route Review (ARR): Mr. Schwetz provided a brief update on outreach and engagement activities and the schedule for approval by the Board. He said that there had been internal coordination with the Board Service Committee, which would meet again on March 8 to consider a recommendation to be forwarded to the full Board. Outreach had been conducted with a number of community groups, and the Springfield City Council had requested a presentation on the project. He said that a public hearing on the ARR would be conducted at the Board's March 16, 2016, regular meeting, with approval by the Board requested at its April 20 meeting. He said that the specific proposed recommendations were included in the agenda packet.

Mr. Wildish asked how the new airport connector service was doing. Mr. Schwetz said that there had been an average of 30 rides per week in the first few months of service. He said the initial assumption was that riders would primarily be students and employees, but it appears that a number of other community members also are taking the connector to catch flights. He said that the current service does not touch on peak flight times and that staff would be evaluating the service, which was a partnership with the City of Eugene and Lane Community College.

Ms. Jackson pointed out that the service was operated by the City of Eugene, not LTD, and it was a small circulator route. She said that LTD's partners would determine whether or not the service met their expectations. She noted that considerable positive feedback had been received from the community.

Ms. Pierce asked to see the Main Street-McVay project materials before they were presented to the Springfield City Council.

Legislative Update: Government Relations Manager Edward McGlone provided an update on the Oregon State Legislature and United Front trip to Washington, D.C. He distributed two handouts that had been submitted to the legislature on LTD's behalf.

Mr. McGlone said that the 35-day legislative session was at the half-way mark. The session has largely been defined by debate on the minimum wage and efforts to keep the issue off the ballot. He said that Governor Brown had proposed a three-tiered system of minimum wages, based on the supposition that the cost of living differed around the state. Mr. McGlone described the three levels that would be phased in and added that LTD would not be directly impacted as its lowest wage was above the proposed minimum. Mr. McGlone explained that there were several bills before the legislature that could directly impact transit:

House Bill (HB) 4078 - funding for transit in non-payroll tax-supported parts of the state. LTD issued a statement of supportive neutrality, encouraging the legislature to continue to seek out funding for transit and fulfill its responsibility to transit statewide. He was not concerned that funding other transit would take funding away from either LTD or TriMet. He said that he perceived the bill would round out the picture of transit funding, recognizing that communities' needs differ.

HB 4130 - public records. The bill includes restrictive provisions, including the amount of time and money that could be spent by a public agency and charged to records requestors, additional appeals to the attorney general, and retention requirements. He said that there was broad-based resistance to the bill, although LTD had not

taken a position on the issue since so many other voices were speaking out. He added that some amendments to make the bill more user friendly for public agencies had been made.

Senate Bill (SB) 1510- requested by TriMet to allow transit agencies established under Oregon Revised Statutes (ORS) to receive and spend non-payroll tax funds on roadways on which they do not operate. Mr. McGlone explained why TriMet had a specific need for the legislation. He said that the current law does not allow transit agencies to spend funds on those types of projects.

SB 1521 - transit payroll tax. LTD provided testimony on how the District might use the funds but did not take a position on the bill.

SB 1527 - statute modernization bill related to electronic fares. LTD had supported this legislation in the past and was supporting it again. He expected the bill to pass.

Mr. McGlone distributed a copy of materials related to the United Front trip and a book entitled *Rivers Districts 2021*. He explained that it was the 30th anniversary of the United Front partnership. This partnership has resulted thus far in more than \$500 million of direct federal investment in the community. He said that the book represented a collective vision for preparing for the 2021 International Association of Athletics Federations (IAAF) World Track and Field Championships to be held in Eugene, with each partner elevating one or two key priorities. He said that the federal government was pleased to see the region thinking ahead for the 2021 event, but officials cautioned that any projects should focus on community needs and benefits. He said that the FAST Act included provisions for a series of inter-connected projects that would, in theory, allow a district to apply for funding for development of multiple corridors at once under the Small Starts grant program. He said the Federal Transit Administration (FTA) indicated that rules and regulations would be required to implement those provisions, and he expected it would be some time before that occurred. That meant LTD would need to apply for corridor funding on an individual project basis.

Mr. Gillespie asked if that meant that the *MovingAhead* project would pursue the development of several corridor projects at the same time, but funding and construction of those project would occur one at a time. Mr. Schwetz clarified that was the current situation, but LTD would look at the possibility of combining two corridors with connections into a single large project. The projects would still need to be implemented one at a time.

Ms. Pierce asked what impact that would have on the Main Street-McVay project. Mr. Schwetz said that corridor study would be completed prior to the conclusion of *MovingAhead*. Mr. McGlone emphasized that there would not be an application that included Main Street-McVay with a City of Eugene project.

Mr. McGlone said that a Notice of Funding Availability for the bus and bus facilities program was expected to be issued within the next several weeks and that the FTA had made it a top priority. There was not a separate funding stream for those projects and the FTA's priorities would mirror those of the Department of Transportation Secretary's with a focus on connections with jobs, education, and health care, and Beyond Traffic initiatives. He said the application process would proceed swiftly, and staff were preparing grant applications.

Mr. McGlone said that the Department of Homeland Security and the Secret Service would be involved in preparations for the 2021 games as they represented a significant international presence for a unique potential security threat. He said the event would likely achieve the highest level of risk profile and be eligible for federal resources related to manpower, infrastructure, and intelligence at no cost to the community.

Monthly Financial Report: Mr. Lipkin stated that the cost of fuel was still very low; staff were considering whether or not to use the stored fuel, which was purchased at a higher cost. Payroll taxes showed a positive trend, although the Department of Revenue had mistakenly paid LTD \$5 million in revenue that should have gone to TriMet. He said the Accessible Service transfer was still well below budget, and the Medicaid funding gap would be the subject of a future meeting with Trillium. He explained that the budget development process was well underway, and the Capital Improvements Program (CIP) would be issued for public review in March or April. He said that long-range financial planning, assumptions, and projections would be the subject of the Board's March 11, 2016, strategic planning session.

Mr. Wildish expressed concern regarding the Medicare contract with Trillium and extension of the contract after January 1, 2016, without a new rate being negotiated. Mr. Lipkin replied that Trillium had assured the District that whatever new rate was negotiated would be retroactive to January 1.

Ms. Jackson said that once current and future costs were mitigated, staff would bring the matter to the Board. She said that absorbing costs from existing expenditures would require an appropriation by the Board to modify the budget and cover the costs. The goal is to negotiate a new rate and not incur any additional costs or appropriate new funds for the service.

Monthly Engagement Reports: There were no comments or questions.

Monthly Performance Reports: Ms. Jackson said that boardings were still in a downward trend. Staff were in the process of taking a holistic look at services and key priorities to determine how to provide better connectivity and shorter travel times. A redesign of service should result in improved ridership. She pointed out that as more efficient service was provided and riders could reach their destination in one trip, it might appear that less service was provided when it was actually better service. Currently taking two buses to one location counted as two boardings, while being able to take one bus to that location would be counted as one. Mr. Lipkin added that passenger miles could be used as a metric.

Monthly Grants Report: There were no questions or comments.

Monthly Department Reports: There were no questions or comments.

ADDITIONS TO THE AGENDA:

Vision Zero: Mr. Yeh said that the EmX Steering Committee had been discussing Vision Zero and passed a motion asking staff to develop information on implementing a Board

policy. Mr. Yeh added that he would put forth a resolution related to a Vision Zero policy at the next Board meeting. He thanked BEST for its memo suggesting elements for a policy.

Ms. Grossman expressed that she was interested in how a Vision Zero policy could be implemented on the ground and best express LTD's commitment to safety for the broader community and partner agencies. She said that developing a common language with our partners around safety issues was an important element of implementing Vision Zero strategies. Given the nature of its business, she encouraged LTD to take a strong leadership role. She thanked BEST for its contributions and urged LTD to take a leadership position on the issue. She said that she hoped that LTD could move quickly to develop tangible strategies to implement.

Mr. Yeh said that he agreed that it represented a major opportunity for LTD to demonstrate community leadership, but he did not want to create undue burdens on staff and resources.

Point2point Program Manager Theresa Brand offered that the City of Springfield was developing safety initiatives, and she encouraged the Board and staff to connect with other regional entities to successfully integrate LTD's efforts with its partner agencies.

Mr. Wildish concurred that developing a common language and message around safety and being consistent with partners' efforts was very important. It's a community issue; have a community conversation. He said that this should be a criteria within a level of priority of the organization, which then becomes a driver for its processes that affect lives. He added that he would appreciate staff getting input from partners and be a part of the conversation.

Ms. Grossman suggested beginning with a tangible and achievable goal and broaden efforts from there. She imagined identifying five stops that have had problems in the past, but with an adjacent sidewalk that is not under the District's prevue, this illustrates a problem that would require inter-agency safety efforts and a relatively quick and successful outcome that spurs buy-in throughout the community for future cooperative efforts.

Mr. Schwetz noted that it was often difficult to demonstrate the results of process improvements. The EmX Steering Committee's engagement in matters like Vision Zero, and how LTD could play a role, show how successful the efforts to reinvigorate the Committee had been.

ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING-REQUESTED BY THE BOARD:

Mr. Wildish explained that the presentation on solar energy installation would be moved to the April 2016 meeting as sufficient information was not yet available.

Mr. Gillespie announced that he had submitted the name of a citizen to replace Ed Gerdes on the LTD Budget Committee.

Mr. Gillespie also requested that Ms. Jackson review LTD's current contract and purchasing authority levels and report back to the Board with a recommendation based on best practices of transit and government agencies.

Mr. Wildish determined there was consensus of the Board to request the review and recommendations from Ms. Jackson.

Ms. Jackson clarified that as much preliminary information as possible could be provided at the next regular Board meeting with additional information provided at a later date if the Board wished.

ADJOURNMENT: Mr. Wildish adjourned the meeting at 7:11 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

Julie Grossman
Board Secretary

Jeanne Schapper
Clerk of the Board

Date Approved: _____

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\14-2-17-2016 BD Minutes - Reg Meeting.doc



Lane Transit District
P. O. Box 7070
Springfield, Oregon 97475

(541) 682-6100
Fax: (541) 682-6111

**CONSENT CALENDAR ITEM:
LTD BOARD BUDGET COMMITTEE NOMINATION**

March 16, 2016

Background:

The LTD Board Budget Committee is composed of the seven members of LTD's Board of Directors and seven community members who are nominated and approved by the Board and serve for three-year terms. The non-Board Budget Committee members must reside within the District's service boundaries, but are not required to live in the same subdistrict as the Board member making the appointment.

Board Member Gary Gillespie is nominating Jennifer Smith to fill the position vacated by Ed Gerdes, whose existing three-year term expired on January 1, 2016.

The nomination form for Ms. Smith is attached. Also attached is a list of Budget Committee members showing the term expiration date for each, as well as the nominating Board member.

Attachments:

- 1) List of 2015-16 Budget Committee Members
- 2) Nomination Form and Resume for Jennifer Smith

Recommended Action:

The Board is asked to approve this nomination in the Consent Calendar presented for approval by the Board at the March 16, 2016, Board meeting.

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\BCNOM CC sum.docx

**LANE TRANSIT DISTRICT
BUDGET COMMITTEE MEMBERS**

(FY 2015-2016 Budget)

Note: Budget Committee members are not required to live in the same subdistrict as the nominating Board member.

SUBDISTRICT	NOMINATING BOARD MEMBER	TERM EXPIRES	BUDGET COMMITTEE MEMBER	TERM EXPIRES
1	Angelynn Pierce	12/31/16	Vacant	1/01/16
2	Carl Yeh	12/31/16	Terry Smith	1/01/17
3	Don Nordin	12/31/18	Scott Diehl	1/01/18
4	Ed Necker	12/31/17	Jody Cline	1/01/18
5	Gary Gillespie	12/31/17	Vacant	1/01/16
6	Gary Wildish	12/31/18	Jon Hinds	1/01/17
7	Julie Grossman	12/31/16	Dean Kortge	1/01/17

**NOMINATION FOR BUDGET COMMITTEE
LANE TRANSIT DISTRICT**

BUDGET COMMITTEE APPOINTMENT QUALIFICATIONS: ORS 294.336

Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body. . . . (5) The appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members' terms ends each year.

Board Member: Gary Gillespie

Date of Nomination: March 16, 2016

Term of Budget Committee Appointment: March 16, 2016 January 1, 2019
Effective Date Term Expiration Date

Approved by Board: _____
Date

NOMINEE'S NAME: Jennifer Smith

Home Address: 182 Sunset Dr., Eugene, OR 97403

Telephone Number: 541-337-2994 **E-mail:** jjsmith@uoregon.edu

Business Address: 1675 Agate St, Eugene, OR 97403

Telephone Number: 541-346-2782 **E-mail:** jjsmith@uoregon.edu

PREFERRED MAILING/DELIVERY ADDRESS: 182 Sunset Dr, Eugene, OR 97403

Occupation: Administrative Specialist

Brief statement of nominee's background that is relevant to budget committee appointment:

I have served on committees that considered transportation and funding issues in the past (Eugene's BPAC and LCOG's MPO CAC). I hold an MA in Urban Planning from UCLA, and is an MPA candidate from the University of Oregon (2017). I have both a conceptual and a practical understanding of budget and finance issues stemming from my planning work and, more recently, from coursework in public sector economics and public financial management. Additionally, I have extensive coursework in conflict and dispute resolution and am a parent to a young son in the 4j school district. See attached resume.

Jennifer Smith

182 Sunset Drive
Eugene, OR 97403

541-337-2994
jjsmith@uoregon.edu

Education:

University of Oregon, Eugene

Master of Public Administration, expected June 2017

University of California, Los Angeles

Master of Arts in Urban Planning, June 2005

Bachelor of Arts in Anthropology, June 1996

Experience:

Administrative Specialist, 2007 - Present

Labor Education and Research Center, University of Oregon

- Administers the educational program for a department that conducts trainings throughout Oregon.
- Responsible for organizing timelines, curriculum, and event planning from inception to billing.
- Frequently communicates with internal and external stakeholders.
- Analyzes and reports statistics on the department's educational program reach, annually.
- Programs and manages the department database and library.

First Mate, 2000 - 2005

The Ritz-Carlton, St. Thomas

- Upheld guest service standards of the Ritz-Carlton while ensuring safety.
- Assisted with the maintenance and operation of a \$500K sailboat owned by the hotel.
- Responsible for lifesaving, hospitality, and administrative duties.

Long Range Transportation Planner, 1998 - 1999

Los Angeles County Metropolitan Transportation Authority

- Administered a large, 2000+ member rideshare program.
- Responsible for tracking participants, program marketing and annual reporting on the performance of the five million dollar per year grant program.
- Supervised and directed interns.

Researcher, 1999

Los Angeles Walks

- Researched, wrote and published a 120 page comprehensive project on planning for pedestrians in an existing urban area, "Towards a New Street Life."
- Performed surveys, GIS, traffic volume data collection, SPSS data analysis, and land use designs.

Skills/Awards:

- ◆ 32 hours of Basic Mediation Training, University of Oregon Law School, 2014
- ◆ 24 hours of Collaborative Governance Training, National Policy Consensus Center, 2015
- ◆ 15 hours of Project Management Training, University of Oregon, 2016
- ◆ Elected chair of transportation funding & planning committees (Eugene's BPAC & LCOG's MPO CAC).
- ◆ Recipient of the University of California Transportation Center & UCLA Graduate Division fellowships.
- ◆ 5-Star Employee of the Quarter, Ritz-Carlton, St. Thomas.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: GENERAL MANAGER PRO TEMPORE

PREPARED BY: Aurora (A. J.) Jackson, General Manager

ACTION REQUESTED: Board approval of resolution designating general manager pro tempore

BACKGROUND:

In the event of the absence or disability of the general manager, it is necessary for the Board to appoint a general manager pro tempore. Doing so will ensure that official District documents can be signed and other official business can be conducted in a timely manner.

The director of Administrative Services is the general manager pro tempore, with the director of Service Planning, Accessibility, and Marketing serving as general manager pro tempore in the event that both the general manager and the general manager pro tempore are out of the office. The recent retirement of Director of Service Planning, Accessibility, and Marketing Andy Vobora creates a vacancy in the second position.

The attached resolution names the director of administrative services as the general manager pro tempore. In the event that the general manager and general manager pro tempore are unavailable members showing the term expiration date for each, as well as the nominating Board member.

ATTACHMENT: Resolution Designating General Manager Pro Tempore

RESULTS OF RECOMMENDED ACTION:

This action assures that there is always someone to serve in the capacity of the general manager. For planned absences, the general manager will provide notice to the Board and staff that the designation of general manager pro tempore would be in effect for a specific period. For unforeseen or emergency absences of the general manager, the designation would take effect without prior notice.

PROPOSED MOTION:

I move approval of Resolution No. 2016-005, Designating the General Manager Pro Tempore.

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\GM Pro Tem AIS.docx

LTD RESOLUTION NO. 2016-005

DESIGNATING GENERAL MANAGER PRO TEMPORE

WHEREAS, ORS Chapter 267.145 (2) allows the LTD Board of Directors to designate a general manager pro tempore during the absence or disability of the general manager; and

WHEREAS, the official business of the District must continue during such times when the general manager may be absent or disabled;

NOW, THEREFORE, BE IT RESOLVED that the LTD Board of Directors appoints the director of administrative services to serve as the general manager pro tempore for Lane Transit District during the absence or disability of the general manager.

For planned absences, the general manager will provide notice to the LTD Board and staff that the designation of general manager pro tempore will be in effect for a specific period. For unforeseen or emergency absences of the general manager, the designation will take effect without prior notice. In the event that the general manager and general manager pro tempore are unavailable for a certain period, the Board authorizes the general manager to designate another general manager pro tempore.

This appointment shall remain in effect until the LTD Board appoints a new general manager pro tempore.

Date

President, LTD Board of Directors

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\10-Gen Mgr Pro Tem Resolution.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: CAPITAL IMPROVEMENTS PROGRAM (CIP) AMENDMENT FOR SANTA CLARA PROPERTY LAND USE PLANNING SERVICES

PREPARED BY: Tom Schwetz, Planning and Development Manager

ACTION REQUESTED: Approve Amendment to CIP for land use planning services associated with the Santa Clara property

BACKGROUND:

Staff are requesting an amendment to the Fiscal Year 2015-16 Capital Improvement Program (CIP) to program \$265,500 into the current fiscal year (2015-16) to enable work to begin on land use planning applications and site design for the recently purchased property in Santa Clara. This effort does not involve construction at this stage but would complete a number of land use applications required by the City of Eugene in order to proceed with development of the site (including LTD's proposed Santa Clara Community Transit Center). Additional background on the development of the Santa Clara site is summarized below.

In June 2015 the LTD Board of Directors approved the purchase of approximately 7.8 acres of property on River Road between Hunsaker Lane and Green Lane. A portion of this property is intended to be used for the Santa Clara Community Transit Center, which will replace the current River Road Station. As part of the District's due diligence evaluation, a set of tasks were identified as activities necessary to the transition to the new site. Broadly speaking, these tasks include:

- (1) Grant Writing - tasks related to obtaining federal and state funding to assist with the construction of the station and Park & Ride.
- (2) Site Planning - tasks related to developing the required Planned Unit Development for the overall layout of the site.
- (3) Disposition of Excess Property - tasks related to the sale of property not needed for LTD's operation, including property line adjustments.
- (4) Station Design - tasks related to design of the station and Park & Ride.
- (5) Construction of the Santa Clara Community Transit Center.
- (6) Moving Operations - tasks related to moving LTD's operations from the existing site to the Santa Clara Crossings site. This would include sale of the existing River Road Station property.

These tasks will be scoped to meet the various federal, state, and local requirements and processes for LTD's development of the property.

Staff have submitted a grant application for *ConnectOregon* funding for the construction of the new transit center. This grant is being considered for funding, which should be determined by mid-2016. The next step is site planning. In order to be ready to break ground for construction of the new transit center or for the excess property to be available for development, a series of land use applications and other processes must be completed.

Specific tasks related to the land-use planning services include:

- (1) Planned Unit Development, Tentative
- (2) Planned Unit Development, Final
- (3) Site Review, Tentative
- (4) Site Review Final

Some of these tasks can be generated, submitted, and processed concurrently. Work on these tasks would begin in late March 2016 and will take approximately 12 to 14 months to complete to the point of City approvals. Once the above set of tasks are completed, additional permits and approvals from the City, including property line adjustments and a privately engineered public improvement (PEPI), can be generated and processed. This work is not included in the current scope of work described above. Completion of these tasks requires completion of the Planned Unit Development and Site Review tasks. Should the *ConnectOregon* grant request be funded, completion of this work would be necessary to break ground on the Santa Clara Community Transit Center.

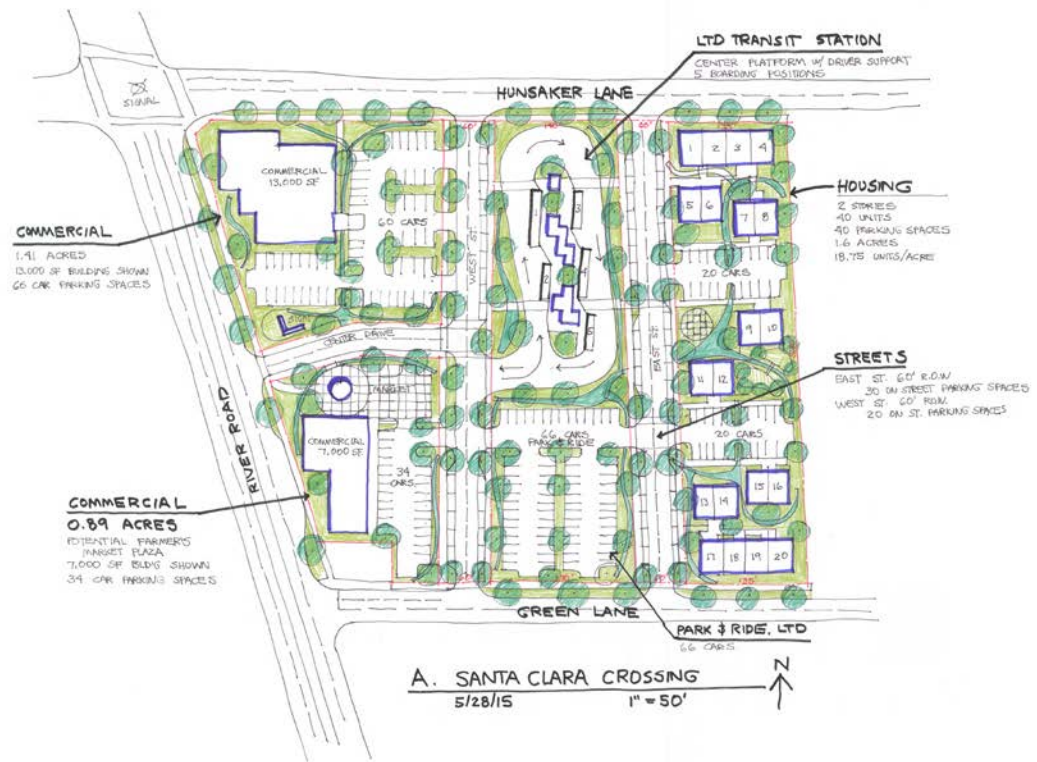
ATTACHMENT: Site Design Concept for Santa Clara Community Transit Center

PROPOSED MOTION: I move approval of the following resolution:

Resolution No. 2016-006: Be it resolved that the Lane Transit District Board of Directors approves an amendment to the Fiscal Year 2015-16 Capital Improvement Program (CIP) to program \$265,500 into the current fiscal year (2015-16) to enable work to begin on land use planning applications and site design for the recently purchased Santa Clara property located on River Road between Hunsaker Lane and Green Lane.

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\FY 2015-16 CIP Amendment for Santa Clara Property Land Use Planning Services AIS.doc

Attachment 1: Site Design Concept for Santa Clara Community Transit Center



AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND:

Board members have been appointed to Board committees and to the Metropolitan Policy Committee (MPC), the Lane Council of Governments (LCOG) Board of Directors, and, on occasion, to other local, regional, or national committees. Board members also present testimony at public hearings on specific issues as the need arises. After meetings, public hearings, or other activities attended by individual Board members on behalf of LTD, time will be scheduled on the next Board meeting agenda for an oral report by the Board member. The following activities have occurred since the last Board meeting:

MEETINGS HELD:

Board members may take this opportunity to report briefly on any one-on-one meetings they have held with local officials or other meetings that they have attended on behalf of LTD.

1. **Lane Council of Governments (LCOG) Board of Directors:** LTD Board Member Carl Yeh represents LTD on the LCOG Board of Directors as a non-voting member, with Board Member Don Nordin as alternate. The LCOG Board meets five times a year. At the February 25 meeting, the Board received presentations on the Visioning Survey Summary (led by Stan Biles) and the Senior and Disabled Services Fiscal Year 2015 Report. Action items included approving the Operations Contingency Policy, approving appointments to the Audit Committee, and appointing members to the Budget Committee.
2. **LTD Board Human Relations Committee:** The Board Human Relations Committee is composed of Chair Gary Gillespie and Board members Julie Grossman and Gary Wildish, and generally meets on the third Monday of the month. The Committee met on February 29; the meeting report will be included in the April Board meeting packet.
3. **Metropolitan Policy Committee (MPC):** Board Member Gary Wildish and Board Member Gary Gillespie are LTD's MPC representatives, with Board Member Julie Grossman serving as an alternate. MPC meetings are held on the first Thursday of each month. At the March 3 meeting, the Committee approved amending the Regional Transportation Plan to include the City of Eugene's 24th Avenue sidewalk widening project; discussed and approved comments to the Governor's Transportation Vision; approved programming Surface Transportation Program-Urban funds to purchase pedestrian counters; and received a briefing on the FAST Act and next steps for *ConnectOregon*.
4. **LTD Pension Trusts:** LTD's two pension plans (one for ATU-represented employees and one for administrative employees) are each governed by a board of trustees. The pension trustees generally meet three times a year, and Board Member Gary Gillespie serves as one of the trustees.

At the March 7 meeting, both trusts discussed the selection of the Third Party Administrator (TPA). The only respondent to the Request For Proposals was the current TPA. An analysis of other administrators' rates determined that the rate proposed was reasonable, so the proposal was accepted. The ATU Pension trustees discussed the preliminary results for the January 1, 2016, actuarial analysis. The trustees had previously decided to reduce the investment return assumption from 7.25 percent to 6.75 percent. The preliminary results showed the funded status of the plan improved from 62 percent to 65 percent. If the investment return assumption had remained at 7.25 percent, the plan would be approximately 68 percent funded. The Salaried Pension trustees discussed the preliminary results of the July 1, 2015, actuarial analysis. The trustees discussed the reduction in the investment return assumption and considered the impacts of the plan being closed to new members. The trustees decided to reduce the investment return assumption from 7.25 percent to 6.50 percent and agreed with the actuaries' recommendation to change the mortality tables used for the analysis. With the reduced rate, the funded status of the plan will move from 68 percent to 65 percent. This reduction is due entirely to the reduction in the investment return rate. Had the rate remained at 7.25 percent, the plan would be approximately 74 percent funded.

5. **LTD Board Service Committee:** The Board Service Committee is composed of Chair Ed Necker and Board Members Gary Gillespie and Angelynn Pierce. Meetings are scheduled on an as-needed basis. At the March 8 meeting, the Service Planning Team presented the draft recommendation for the 2016 Annual Route Review. The recommendation included a proposal to increase frequency, span of service, and improve connectivity.
6. **Lane Area Commission on Transportation (LaneACT):** In 2009 the Oregon State Legislature directed Lane County to develop an Area Commission on Transportation (ACT). Commission membership includes representatives from Lane County, cities within the county, Lane Council of Governments, and LTD, and meets on the second Wednesday of the month. Board Member Don Nordin serves as LTD's representative on this Commission. At the March 9 meeting, the Commission discussed the Governor's Transportation Vision Panel Preliminary Findings and submitted formal comment on the findings; received updates on the Lane Regional Safety Plan and the Oregon Public Transportation Plan; and discussed the *ConnectOregon* VI process and the status of the Statewide Transportation Improvement Program grant requests.
7. **Accessible Transportation Committee (ATC):** The 16-member ATC is composed of both consumers and providers who are interested in transportation services for people with disabilities, people with low incomes, and older adults. The Committee meets six to seven times per year on the third Tuesday of the month. Board Member Ed Necker was appointed to the ex officio position representing the LTD Board on this committee. At the February 16 meeting, the Committee met LTD's new general manager and ranked projects being forwarded for funding through the 2016 Special Transportation Fund Discretionary Program.
8. **Main Street Projects Governance Team:** This committee was formed to provide informed direction and collaborative decision making to support the Main Street-McVay Transit Study and four other concurrent projects along Main Street in Springfield. Board Members Don Nordin and Angelynn Pierce serve as LTD's representatives on this committee. At the March 15 meeting, the Governance Team (GT) will receive a Project Phase 2 update. The Team also will review design options, the high-level assessment, and team recommendations, and have the GT discuss and provide direction to the project team on different segments of the Main Street-McVay corridor.

NO MEETINGS HELD:

1. **Moving Ahead Oversight Committee:** This committee is composed of representatives from the City of Eugene, LTD, and regional partners with the goal of a system-level approach to corridor

improvements. LTD Board members Gary Gillespie and Angelynn Pierce serve as LTD's representatives on this committee. The next meeting is scheduled to be held on March 28.

2. **EmX Steering Committee:** The EmX Steering Committee generally meets every two months and is composed of Chair Carl Yeh, Board Members Julie Grossman and Gary Gillespie, members of local units of government, and community representatives. The next Committee meeting is scheduled to be held on April 5.
3. **LTD Board Finance Committee:** The Board Finance Committee is composed of Chair Gary Wildish and Board Members Carl Yeh and Ed Necker. Meetings are scheduled on an as-needed basis. The next Committee meeting is being scheduled.
4. **Eugene Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan (TSP):** The TCRG includes community members who have an interest in transportation issues in the City of Eugene. Board Member Ed Necker represents LTD on the TCRG. Meetings are held as needed. The next meeting has not been scheduled.

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\BD Member Rprt Summary AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: DRAFT RESOLUTION SUPPORTING VISION ZERO

PREPARED BY: Aurora Jackson, General Manager

ACTION REQUESTED: That the Board review the attached draft resolution.

BACKGROUND:

Based on a recommendation from the EmX Steering Committee, the LTD Board of Directors directed staff to develop a resolution in support of Vision Zero, which is a “strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe, and now it’s gaining momentum in major American cities.”¹ The attached draft resolution is provided for the Board’s consideration. As indicated in the draft, adoption would be followed by the development of a work plan, which is needed to take action on the specific elements of the resolution.

ATTACHMENT: Draft Vision Zero Resolution

PROPOSED MOTION: None. Discussion only.

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\Vision Zero Draft Resolution AIS.doc

¹ Vision Zero Network; <http://visionzeronetwork.org/what-is-vision-zero/>, project of [Community Initiatives](#)

RESOLUTION NO. 2016-XXX

A RESOLUTION SETTING FORTH THE ADOPTION OF A SAFETY-CONSCIOUS ENVIRONMENT FOCUSED ON ZERO FATALITIES OR SERIOUS INJURIES

WHEREAS, safety is LTD's highest priority;

WHEREAS, every transit rider is a pedestrian;

WHEREAS, Goal No. 4 of LTD's *Long-Range Transit Plan* calls for maintaining and enhancing safety and security of LTD's services;

WHEREAS, Policy 4.1 of LTD's *Long-Range Transit Plan* calls for maintaining safety and security as core values in all operational, planning, and strategic decisions;

WHEREAS, Strategy 4.1.B of LTD's *Long-Range Transit Plan* calls for implementation of LTD's Safety and Security Preparedness Plan during modification of the transit system using strategies that include the improved lighting of high-use pedestrian and bicycle areas and crossings, and utilization of safety controls;

WHEREAS, Strategy 4.1.C of LTD's *Long-Range Transit Plan* calls for coordination with agency partners to implement safety improvements for routes used by LTD;

WHEREAS, LTD is engaged with the City of Eugene and the City of Springfield in the identification and implementation of improvements along corridors where LTD operates;

WHEREAS, LTD provides oversight of the region's Safe Routes to School program;

WHEREAS, LTD is currently working with the City of Springfield to conduct a transit road safety audit along Main Street;

WHEREAS, fatalities and serious injuries continue to happen along corridors where LTD currently operates; and,

WHEREAS, LTD desires to maintain an environment where zero fatalities or serious injuries related to traffic accidents is the only acceptable standard;

THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors:

- 1) Adopts a vision of reducing traffic accident deaths and serious injuries to zero through maintaining safety and security as core values in all of its operational, planning, and strategic decisions;
- 2) Supports collaboration with urban and rural partners to determine the highest rate, number, and/or severity of traffic collisions with bicyclists and pedestrians along bus routes;

- 3) Supports efforts by LTD and regional partner agencies to prioritize safety improvements for people walking, bicycling, and using mobility devices;
- 4) Supports efforts by LTD and regional partners to eliminate deaths and serious injuries on our transportation system, with an emphasis on the most vulnerable users;
- 5) Directs the General Manager to continually evaluate passenger safety and access along bus routes and maintain an annual report on the efforts made to improve safety as it relates to the District's jurisdictional authority; and
- 6) Directs the General Manager to develop a work program for the implementation of the provisions of this resolution.

Adopted by the Lane Transit District Board of Directors on the 16th day of March, 2016.

President, LTD Board of Directors

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: 2015 ORIGIN AND DESTINATION SURVEY RESULTS

PREPARED BY: Tom Schwetz, Planning and Development Manager

ACTION REQUESTED: None. Information only.

BACKGROUND:

Every four years, the District conducts an intensive survey of LTD riders. This rider survey, also called the Origin and Destination Survey, serves as the basis for analyzing changes in riding habits and in rider demographics. The results also are used by the Lane Council of Governments to update the regional travel model.

Riders are surveyed on all routes in the LTD system, and 8,040 surveys were distributed by surveyors who boarded each bus. Approximately 6,457 fully completed surveys were returned and tabulated as part of the 2015 survey results.

TRANSIT Marketing, LLC, and CJI Research Corporation conducted the survey using surveyors hired locally. The survey was conducted in October, which is the first month of the new school year in which Lane Community College and the University of Oregon are both in regular session.

Selena Barlow, of TRANSIT Marketing, LLC, will present a review of the results and discuss with the Board trends and other information that the District should find helpful.

ATTACHMENT: 2015 Origin and Destination Survey Summary

PROPOSED MOTION: None

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\2015 Rider Survey Report AIS.doc



2015 Origin/Destination Study

Executive Summary



Prepared by:



March 2016

Summary of Findings

The research report presents the results of a survey of 6,457 LTD passengers conducted in October 2015. The survey tracks many of the same factors addressed in previous riders surveys conducted since 1999. However, a significantly revised questionnaire was utilized in 2015 in order to provide improved origin/destination information for transportation modeling purposes. Therefore, direct comparisons with past surveys are not always possible.

Rider Profile

Frequency of Use

- LTD's ridership is dominated by commute-level riders – 49% say they ride 4 to 6 days per week and most of these (53%) make two one-way trips (one roundtrip) per day. Of all LTD riders in 2015, 15% make only one trip while 47% make two, and the balance, 37%, make more than two one-way trips per day.
- Just under one quarter of riders (24%) use the system intensively – 7 days a week and are most likely to be making three or more trips per day (56%). Hence this group contributes disproportionately to LTD's total boardings.

Transit Dependence

- Fewer than one half of LTD riders hold a valid driver's license (45%). Of this group, 12% live in households with no vehicle. Hence, 67% of LTD riders lack either a driver's license (55%) or a vehicle (12%) and are thus relatively transit dependent.
- Nearly two thirds (65%) of LTD riders reside in a household with at least one vehicle. In many cases the rider-respondent lacks a license to use the household's vehicle(s), but could possibly get a ride with other household members.
- In 20% of rider households, the rider has a license, but there are more licensed drivers than vehicles. This would indicate shared vehicle usage.

Age

- LTD's ridership continues to be dominated by young people –58% are age 30 or under.
- Only 10% of riders said they were over 60 years old. However, this represents an increase from 6% in 2011.

Income

- As in past surveys, the income level of LTD riders is much lower than that of the Lane County population overall.

- Most riders (65%) have incomes of less than \$25,000. This is true of both the overall ridership and of the non-student ridership 20 years or older among whom 64% have household incomes of less than \$25,000.
- 7% of all riders say they have household incomes of \$75,000 or more.

Employment/Student Status

- Eight out of ten LTD riders (81%) are individuals who are students or employed, and therefore have a need to commute to work or school (either by bus or otherwise). This represents an increase over 2011 when the analogous figure was 73%.
- A large percentage of riders are students - 32% are students only and 13% are both students and employed.
- Another 37% of the riders are employed, non-students.
- The final 19% of the ridership are non-employed, non-students.

Travel Profile

Trip Purpose

- Most trips on LTD (73%) are for commute purposes – work or school.
- When surveyed, 37% of riders gave their trip purpose as getting to or from school, while 36% said they were going to or from work.

Transferring

- More than half of riders (58%) say they are able to complete their one-way trip with a single bus. This represents a major change since 2011 when only 47% indicated that their trip required only a single bus.
- Of those surveyed, 35% use two buses for their one-way trip.
- 7% say it requires three buses to reach their destination.

Mode to/from Bus Stop

- As in the past, most LTD riders walk to (89%) and from (92%) the bus stop.
- Four percent bike to and from the stop, while another 4% said they drive to the stop and 2% drive from the stop.

Trip Origin and Destination

- Most (62%) trips are made within Eugene.
- Twenty-three percent (23%) of trips are between Eugene and Springfield.
- Nearly 12% of trips are within Springfield.

Need for Assistance

- 6.3% of riders say they need some type of assistance in using the bus, a slight increase from 4.8% in 2011
- The most commonly needed types of assistance are stop announcements (2.6%) and lift or ramp (1.9%). Driver assistance or a personal assistant are each needed by approximately .5% to 1% of riders.

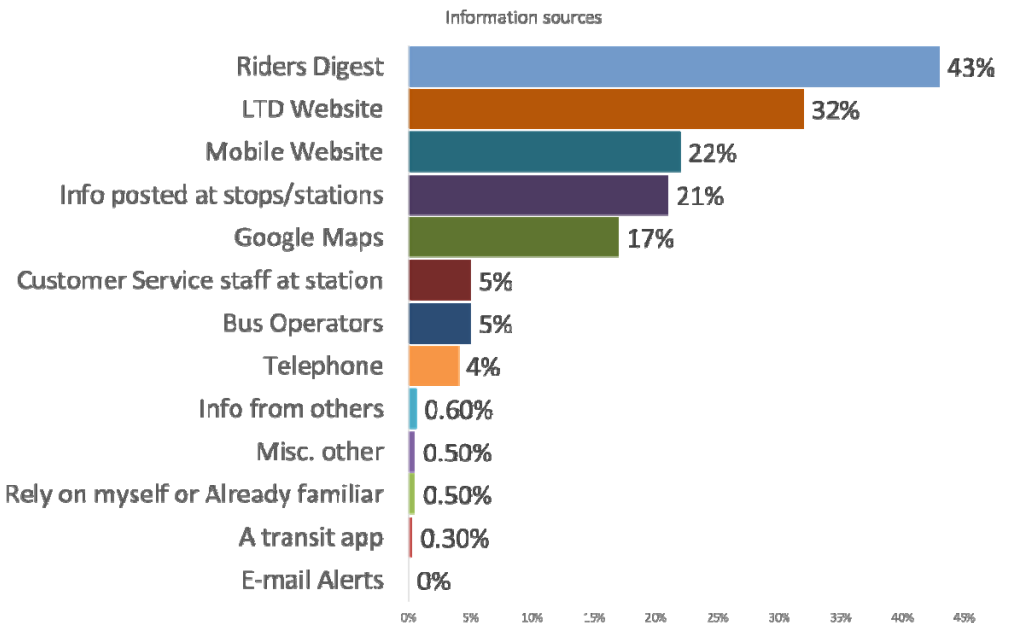
Fare Media Used

- The vast majority of LTD riders use some type of pre-paid fare medium. Only 14% pay with cash on the bus or an EmX ticket purchased from a fare machine.
- 44% ride with an employer or college pass.
- 25% use a monthly or three-month pass, 10% use a Day Pass and 5% ride fare free.

Communication

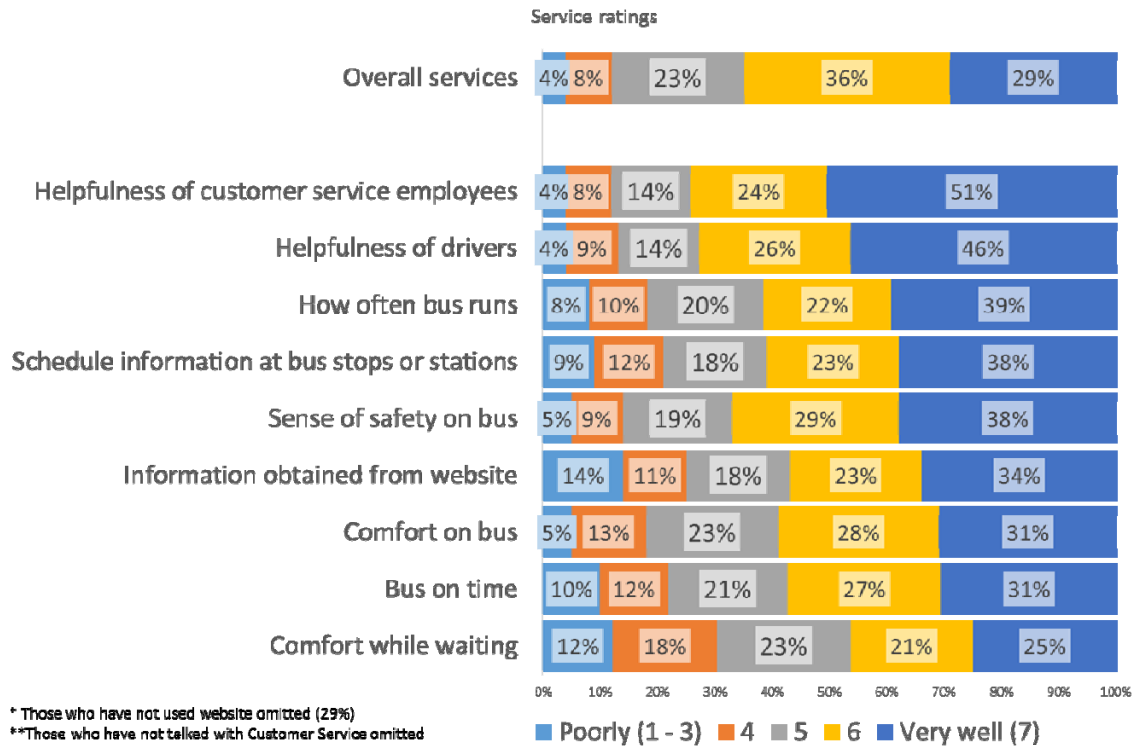
- Most LTD riders (92%) speak English at home while 96% say they speak English well or very well.

■ The Riders Digest (43%) and the LTD website (32%) are the transit information sources used by the most riders. The mobile website (22%), info at stops (21%) and Google maps (17%) are also used by significant groups of riders.



- Younger riders (30 and under) are more likely to rely on the website and Google maps, while older riders (over 60) primarily use the Riders Digest.
- Most LTD riders (69%) carry a Smartphone. Another 22% have a conventional cell phone, while only 9% do not have a mobile phone. Among riders 30 and younger, 80% have Smartphones.

Rider Satisfaction



Satisfaction Ratings

- Asked to rate various aspects of LTD service and the system overall, riders were generally satisfied. Approximately two thirds (65%) gave the system overall a positive rating (6 or 7 on a scale of 1 to 7).
- 29% gave it the top rating of 7.
- The highest satisfaction ratings were for LTD employees –helpfulness of customer service employees (51% top score) and helpfulness of bus operators (46% top score).
- As in 2011, the lowest level of top ratings (7) was for comfort while waiting for the bus (25%).
- The highest negative score was for the LTD website which garnered 14% in the score level from 1 – 3 on the seven point scale. Comfort while waiting at the stop received the next largest negative rating (12% scored it 1-3).

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: AMERICAN BUS BENCHMARKING GROUP UPDATE

PREPARED BY: Mark Johnson, Director of Operations and Customer Satisfaction

ACTION REQUESTED: None. Information Only.

BACKGROUND:

LTD is a member of the American Bus Benchmarking Group (ABBG). The ABBG was formed nearly five years ago to develop consistent performance measurements for its members using a Balanced Scorecard System that concentrates on continuous improvement. The ABBG meets annually to discuss measurements and further develop and discuss the data based on the key performance indicators. LTD is a charter member of the ABBG.

The ABBG is owned by the 19-member transit agencies, and it is managed by the Imperial College in London. The Center for Transportation Studies at the Imperial College leads the world in transportation benchmarking. In addition to the ABBG, the Center manages benchmarking groups for large- and medium-size metros as well as a benchmarking group for the world's largest bus systems.

Mark Trompet, Lindsey Morse, and Alex Barron from the Imperial College are in Eugene on March 16 and will update the LTD Board and staff on the latest data and discuss the methodology and value of the ABBG. They also will present some comparative information from the other members that helps District staff determine where the most effort should be spent when looking at areas for improvement at LTD.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE: March 16, 2016

ITEM TITLE: MONTHLY FINANCIAL REPORTS

PREPARED BY: Todd Lipkin, Finance Manager/CFO

ACTION REQUESTED: None

BACKGROUND:

Following this summary are the January 2016 financial reports. While the budget is appropriated annually, monthly budget estimates are developed to present monthly and year-to-date comparisons to budget and prior-year results. Some costs, such as personnel, fuel, and preventive maintenance, can be reasonably allocated by month; while other costs, such as capital projects and paratransit service, are more variable and may have seasonal or other variations. While all funds are presented in a consistent format, these factors should be considered when evaluating performance against budget.

General Fund

Overall, year-to-date revenue is 22.3 percent over budget through January 31. The primary driver is payroll taxes, which are \$3.6 million over budget. The payroll tax receipts include approximately \$2.2 million in delinquent taxes received in July being paid for last fiscal year. Downward ridership trends account for the year-to-date passenger fare revenue being 4.4 percent below budget. The upward trend in passenger fare revenue continues as they were 4.9 percent below budget in December.

As expected, personnel costs are under budget for the year. The eight new bus drivers who started class on December 14 were released to start driving at the end of January. In addition, the planning technician position was filled in February and the IT Technician and Senior Project Manager positions were filled in March. The District is currently recruiting for a Procurement Manager.

Materials and Services costs in all departments are under budget year to date. Fuel prices continue to contribute positively to the budget (budgeted at \$3.15 per gallon) with a year-to-date price per gallon of \$1.43. The lowest price paid this year is \$.92, which was paid on January 21. This represents the lowest price per gallon paid since June 24, 2003.

Accessible Services Fund

Services within the Eugene-Springfield area are under budget year to date. While the Transfer from the General Fund is above last year's figure, it is still 38.1 percent below budget through January. This is an improvement from December where the transfer was 31.9 percent below budget. There may be additional grant opportunities in the next few months that might help to further decrease the General Fund contribution. As these become available, staff will report on them in this report and/or the Monthly Grant Report.

Medicaid Fund

As discussed at the Board meeting on March 4, LTD and Trillium met to discuss the deficit in the non-emergency medical transportation (NEMT) program created by the large increase in demand. The two parties are currently in negotiations on a new funding structure that will be effective January 1, 2016 to address the projected deficit for this calendar year.

Capital Projects Fund

West Eugene EmX construction is the primary driver of Capital Projects Fund costs. A total of \$26.3 million has been paid on the project through January 2016. Other projects funded during the first seven months of the fiscal year include MovingAhead, bus security cameras, and the replacement of the phone system. LTD is currently working New Flyer and BYD to develop the final specifications for the purchase of 5 hybrid electric 40 foot buses and 5 all electric 40 foot buses, respectively.

ATTACHMENTS: January 2016 Financial Reports

PROPOSED MOTION: None

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\29-Financial Report AIS.docx



Lane Transit District
General Fund
 Schedule of Revenues and Expenditures
January 31, 2016
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
368,843	370,585	100.5%	375,890	98.6%	Passenger Fares	4,714,500	2,786,943	2,749,496	98.7%	2,876,730	95.6%
251,942	242,970	96.4%	235,000	103.4%	Group Pass	2,550,000	1,454,531	1,438,388	98.9%	1,375,000	104.6%
37,500	37,500	100.0%	37,500	100.0%	Advertising	437,000	399,500	406,300	101.7%	399,500	101.7%
37,127	-	0.0%	38,000	0.0%	Special Service	152,000	133,115	72,758	54.7%	114,000	63.8%
695,412	651,055	93.6%	686,390	94.9%	Total Operating	7,853,500	4,774,089	4,666,942	97.8%	4,765,230	97.9%
984,816	1,879,448	190.8%	1,121,000	167.7%	Payroll Tax	30,100,200	13,766,323	19,075,400	138.6%	15,447,900	123.5%
23,400	33,451	143.0%	10,000	334.5%	Self-employment Tax	1,680,000	228,539	347,944	152.2%	210,000	165.7%
-	91,247	N/A	-	N/A	State-in-Lieu	200,000	474,530	212,336	44.7%	100,000	212.3%
487,221	499,718	102.6%	422,090	118.4%	Operating Grants	5,065,000	3,246,872	3,220,220	99.2%	2,954,630	109.0%
28,855	39,009	135.2%	17,280	225.7%	Miscellaneous	253,400	331,975	241,036	72.6%	166,960	144.4%
4,073	6,787	166.6%	4,000	169.7%	Interest Income	48,000	35,893	30,537	85.1%	28,000	109.1%
1,528,365	2,549,660	166.8%	1,574,370	161.9%	Total Nonoperating	37,346,600	18,084,132	23,127,473	127.9%	18,907,490	122.3%
2,223,777	3,200,715	143.9%	2,260,760	141.6%	Total Revenues & Other Sources	45,200,100	22,858,221	27,794,415	121.6%	23,672,720	117.4%

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
964,636	1,014,867	105.2%	901,560	112.6%	Administration	10,815,800	5,879,410	6,067,827	103.2%	6,310,920	96.1%
1,894,796	1,999,982	105.6%	1,829,920	109.3%	Amalgamated Transit Union	21,958,500	11,496,131	12,393,563	107.8%	12,809,440	96.8%
(66,549)	(51,105)	76.8%	(95,650)	53.4%	Less Grant-Funded Expenditures	(1,147,700)	(471,769)	(477,791)	101.3%	(669,550)	71.4%
2,792,883	2,963,744	106.1%	2,635,830	112.4%	Total Personnel Services	31,626,600	16,903,772	17,983,599	106.4%	18,450,810	97.5%
15,451	9,754	63.1%	18,751	52.0%	Executive Office	332,300	195,803	174,786	89.3%	229,870	76.0%
118,684	134,964	113.7%	165,380	81.6%	Administrative Services	2,147,200	1,105,478	1,044,866	94.5%	1,295,660	80.6%
162,320	160,222	98.7%	215,711	74.3%	Customer Services & Planning	2,837,400	1,246,405	1,450,457	116.4%	1,738,894	83.4%
303,988	266,943	87.8%	464,908	57.4%	Operations & Customer Satisfaction	5,639,600	2,793,193	2,291,189	82.0%	3,293,128	69.6%
600,443	571,883	95.2%	864,750	66.1%	Total Materials & Services	10,956,500	5,340,879	4,961,298	92.9%	6,557,552	75.7%
139,674	53,539	38.3%	215,580	24.8%	Transfer to Accessible Services Fund	2,586,900	614,119	904,628	147.3%	1,509,060	59.9%
15,129	6,506	43.0%	16,250	40.0%	Transfer to Medicaid Fund	195,000	73,184	153,662	210.0%	113,750	135.1%
-	-	N/A	-	N/A	Transfer to Capital Projects Fund	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
154,803	60,045	38.8%	231,830	25.9%	Total Other Uses	4,449,500	4,038,803	2,725,890	67.5%	3,290,410	82.8%
3,548,129	3,595,672	101.3%	3,732,410	96.3%	Total Expenditures & Other Uses	47,032,600	26,283,454	25,670,787	97.7%	28,298,772	90.7%

(1,324,352)	(394,957)	29.8%	(1,471,650)	26.8%	Revenues less Expenditures	(1,832,500)	(3,425,233)	2,123,628	-62.0%	(4,626,052)	-45.9%
--------------------	------------------	--------------	--------------------	--------------	-----------------------------------	--------------------	--------------------	------------------	---------------	--------------------	---------------



Lane Transit District
Accessible Services Fund
 Schedule of Revenues and Expenditures
January 31, 2016
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
27,535	27,273	99.0%	30,190	90.3%	Passenger Fares	362,200	202,176	199,085	98.5%	211,330	94.2%
238,354	198,114	83.1%	229,910	86.2%	Federal Assistance	2,758,700	1,688,065	1,569,236	93.0%	1,609,370	97.5%
66,337	98,202	148.0%	91,650	107.1%	State Assistance	1,099,400	764,767	614,644	80.4%	641,550	95.8%
25,376	889	3.5%	10,280	8.6%	Local Assistance	123,200	81,267	65,564	80.7%	71,960	91.1%
357,602	324,478	90.7%	362,030	89.6%	Total Revenues	4,343,500	2,736,275	2,448,529	89.5%	2,534,210	96.6%
139,674	53,539	38.3%	215,660	24.8%	Transfer from General Fund	2,587,700	614,119	934,480	152.2%	1,509,620	61.9%
139,674	53,539	38.3%	215,660	24.8%	Total Other Sources	2,587,700	614,119	934,480	152.2%	1,509,620	61.9%
497,276	378,017	76.0%	577,690	65.4%	Total Revenues & Other Sources	6,931,200	3,350,394	3,383,009	101.0%	4,043,830	83.7%

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
435,068	311,274	71.5%	485,310	64.1%	ADA RideSource	5,823,800	2,896,601	2,927,502	101.1%	3,397,170	86.2%
8,524	8,794	103.2%	12,040	73.0%	Transit Training & Hosts	144,400	64,037	66,568	104.0%	84,280	79.0%
10,781	9,751	90.4%	8,330	117.1%	Special Transport	99,900	55,467	67,031	120.8%	58,310	115.0%
454,373	329,819	72.6%	505,680	65.2%	Total Eugene/Springfield Services	6,068,100	3,016,105	3,061,101	101.5%	3,539,760	86.5%
10,041	8,652	86.2%	10,420	83.0%	South Lane	124,900	82,361	76,722	93.2%	72,940	105.2%
15,342	13,234	86.3%	16,170	81.8%	Florence	193,800	106,726	109,855	102.9%	113,190	97.1%
16,168	15,461	95.6%	20,310	76.1%	Oakridge	243,800	126,515	122,362	96.7%	142,170	86.1%
41,551	37,347	89.9%	46,900	79.6%	Total Rural Lane County Services	562,500	315,602	308,939	97.9%	328,300	94.1%
10,985	978	8.9%	14,580	6.7%	Mobility Management	175,000	61,328	57,945	94.5%	102,060	56.8%
517	642	124.2%	450	142.7%	Crucial Connections	5,300	2,033	1,870	92.0%	3,150	59.4%
1,440	20	1.4%	1,700	1.2%	Veterans Transportation	20,300	7,513	4,247	56.5%	11,900	35.7%
7,979	5,094	63.8%	8,330	61.2%	Lane County Coordination	100,000	47,471	27,285	57.5%	58,310	46.8%
20,921	6,734	32.2%	25,060	26.9%	Total Other Services	300,600	118,345	91,347	77.2%	175,420	52.1%
516,845	373,900	72.3%	577,640	64.7%	Total Expenditures & Other Uses	6,931,200	3,450,052	3,461,387	100.3%	4,043,480	85.6%

(19,569)	4,117	-21.0%	50	8234.0%	Revenues less Expenditures	-	(99,658)	(78,378)	78.6%	350	-22393.7%
-----------------	--------------	---------------	-----------	----------------	-----------------------------------	----------	-----------------	-----------------	--------------	------------	------------------



Lane Transit District
Medicaid Fund
 Schedule of Revenues and Expenditures
January 31, 2016
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
654,139	682,940	104.4%	714,850	95.5%	Medicaid Nonemergency Medical Transportation	8,578,000	4,360,171	4,823,830	110.6%	5,003,950	96.4%
50,263	47,611	94.7%	53,210	89.5%	Medicaid Waivered Transportation	638,600	386,518	369,500	95.6%	372,470	99.2%
704,402	730,551	103.7%	768,060	95.1%	Total Revenues	9,216,600	4,746,689	5,193,330	109.4%	5,376,420	96.6%
15,129	6,506	43.0%	16,260	40.0%	Transfer from General Fund	195,000	73,184	123,811	169.2%	113,820	108.8%
15,129	6,506	43.0%	16,260	40.0%	Total Other Sources	195,000	73,184	123,811	169.2%	113,820	108.8%
719,531	737,057	102.4%	784,320	94.0%	Total Revenues & Other Sources	9,411,600	4,819,873	5,317,141	110.3%	5,490,240	96.8%

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
515,134	639,596	124.2%	599,800	106.6%	Services	7,197,500	3,571,611	4,915,419	137.6%	4,198,600	117.1%
7,896	578	7.3%	10,270	5.6%	Mobility Management	123,300	73,085	29,738	40.7%	71,890	41.4%
87,354	129,385	148.1%	104,780	123.5%	Program Administration	1,257,200	671,938	900,349	134.0%	733,460	122.8%
610,384	769,559	126.1%	714,850	107.7%	Total Medicaid NEMT (Medical)	8,578,000	4,316,634	5,845,506	135.4%	5,003,950	116.8%
47,426	53,505	112.8%	50,720	105.5%	Services	608,600	328,592	398,734	121.3%	355,040	112.3%
2,844	255	9.0%	3,220	7.9%	Mobility Management	38,600	22,741	16,806	73.9%	22,540	74.6%
256	304	118.8%	360	84.4%	Program Administration	4,200	2,444	2,459	100.6%	2,520	97.6%
14,865	-	0.0%	15,180	0.0%	Grant Program Match Requirements	182,200	105,926	75,119	70.9%	106,260	70.7%
65,391	54,064	82.7%	69,480	77.8%	Total Medicaid Waivered (Non-Medical)	833,600	459,703	493,118	107.3%	486,360	101.4%
675,775	823,623	121.9%	784,330	105.0%	Total Expenditures & Other Uses	9,411,600	4,776,337	6,338,624	132.7%	5,490,310	115.5%

43,756	(86,566)	-197.8%	(10)	865660.0%	Revenues less Expenditures	-	43,536	(1,021,483)	-2346.3%	(70)	1459261.4%
---------------	-----------------	----------------	-------------	------------------	-----------------------------------	----------	---------------	--------------------	-----------------	-------------	-------------------



Lane Transit District
Capital Projects Fund
 Schedule of Revenues and Expenditures
January 31, 2016
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
927,162	1,951,894	210.5%	6,531,640	29.9%	Federal Assistance	78,379,700	7,469,758	23,653,198	316.7%	45,721,480	51.7%
-	-	N/A	1,290,250	0.0%	State Assistance	15,483,000	-	6,082	N/A	9,031,750	0.1%
927,162	1,951,894	210.5%	7,821,890	25.0%	Total Revenues	93,862,700	7,469,758	23,752,246	318.0%	54,753,230	43.4%
-	-	N/A	-	N/A	Transfer from General Fund	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
-	-	N/A	-	N/A	Total Other Sources	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
927,162	1,951,894	210.5%	7,821,890	25.0%	Total Revenues & Other Sources	95,530,300	10,821,258	25,419,846	234.9%	56,420,830	45.1%

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
1,034,927	2,133,308	206.1%	6,061,670	35.2%	West Eugene EmX Extension	72,740,000	4,632,309	26,307,795	567.9%	42,431,690	62.0%
43,967	15,310	34.8%	16,670	91.8%	Main Street/McVay Transit Study	200,000	434,693	38,461	8.8%	116,690	33.0%
3,777	74,784	1980.0%	137,500	54.4%	MovingAhead	1,650,000	37,463	423,452	1130.3%	962,500	44.0%
1,082,671	2,223,402	205.4%	6,215,840	35.8%	Total Frequent Transit Network	74,590,000	5,114,836	26,769,958	523.4%	43,510,880	61.5%
1,696	117	6.9%	577,510	0.0%	Revenue Vehicles - Fixed Route	6,930,000	2,856,630	35,522	1.2%	4,042,570	0.9%
-	72,401	N/A	8,330	869.2%	Support Vehicles	100,000	-	121,797	N/A	58,310	208.9%
1,257	135,407	10772.2%	68,900	196.5%	Stations, Shelters & Facilities	1,830,800	552,583	758,737	137.3%	586,300	129.4%
41,741	23,131	55.4%	428,800	5.4%	Computer Hardware & Software	5,145,600	628,088	653,520	104.0%	3,001,600	21.8%
-	110,600	N/A	3,920	2821.4%	Intelligent Transportation Systems	698,000	2,157	165,890	7690.8%	27,440	604.6%
-	-	N/A	29,030	0.0%	Transit Security Projects	715,000	-	1,002,655	N/A	569,810	176.0%
503	-	0.0%	-	N/A	Communications Equipment	439,700	38,081	197,887	519.6%	201,640	98.1%
73,000	-	0.0%	6,250	0.0%	Shop Equipment	75,000	75,440	11,852	15.7%	43,750	27.1%
-	-	N/A	68,050	0.0%	Miscellaneous Equipment	816,600	5,103	-	0.0%	476,350	0.0%
118,267	480,802	406.5%	1,190,790	40.4%	Total Other Capital Outlay	16,750,700	4,268,915	3,824,408	89.6%	9,007,770	42.5%
1,200,938	2,704,204	225.2%	7,406,630	36.5%	Total Expenditures & Other Uses	91,340,700	9,383,751	30,594,366	326.0%	52,518,650	58.3%

(273,776)	(752,310)	274.8%	415,260	-181.2%	Revenues less Expenditures	4,189,600	1,437,507	(5,174,520)	-360.0%	3,902,180	-132.6%
------------------	------------------	---------------	----------------	----------------	-----------------------------------	------------------	------------------	--------------------	----------------	------------------	----------------

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Aurora (A. J.) Jackson, General Manager

ACTION REQUESTED: None

BACKGROUND:

In response to a request by the Board for regular reporting on the District's performance in several areas, monthly performance reports are provided for the Board's information. On a quarterly basis, staff will present a review of key metrics that are trending in the performance report.

ATTACHMENTS:

- 1) February 2016 Performance Reports
- 2) January 2016 RideSource Activity and Productivity reports

PROPOSED MOTION: None

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\Performance Summary AIS.docx

LANE TRANSIT DISTRICT
February 2016 Performance Report *
 09-March-2016

Performance Measure	Prior			Current			Current		
	Current Month	Year's Month	% Change	Current Y-T-D	Previous Y-T-D	% Change	Current 12 Month	Prior 12 Month	% Change
Fixed Route Service									
Passenger Boardings	932,267	920,900	+ 1.2%	6,692,399	7,141,607	- 6.3%	10,253,430	11,031,570	- 7.1%
Mobility Assisted Riders	13,291	11,673	+ 13.9%	107,387	104,368	+ 2.9%	161,497	155,772	+ 3.7%
<u>Average Passenger Boardings:</u>									
Weekday	38,701	39,772	- 2.7%	33,302	35,689	- 6.7%	34,005	36,887	- 7.8%
Saturday	19,216	19,675	- 2.3%	19,667	20,603	- 4.5%	19,098	20,416	- 6.5%
Sunday	10,672	10,606	+ 0.6%	9,900	10,189	- 2.8%	9,642	10,248	- 5.9%
Monthly Revenue Hours	22,102	20,264	+ 9.1%	176,623	168,282	+ 5.0%	263,120	252,852	+ 4.1%
Boardings Per Revenue Hour	42.2	45.2	- 6.7%	37.89	42.44	- 10.7%	38.97	43.63	- 10.7%
Weekly Revenue Hours	5,296	5,062	+ 4.6%	5,082	4,865	+ 4.4%	5,057	4,887	+ 3.5%
Weekdays	21	20		170	169		256	254	
Saturdays	4	4		34	35		51	53	
Sundays	4	4		38	37		57	55	

Passenger Revenues & Sales

Passenger revenues and sales information will be updated in the online version of the performance report when the February 2016 financial reports are presented to the Board of Directors in the April 2016 board packet.

Go to <https://www.ltd.org/monthly-performance-reports/> to access the updated report at that time.

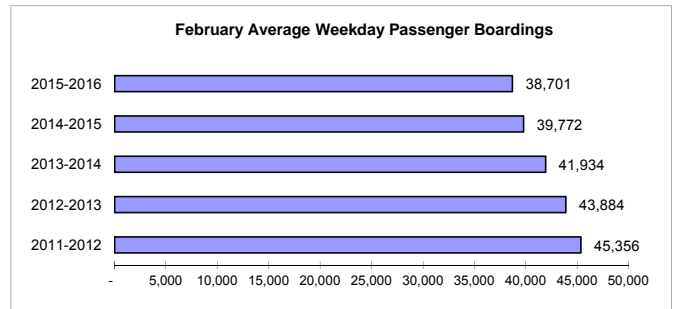
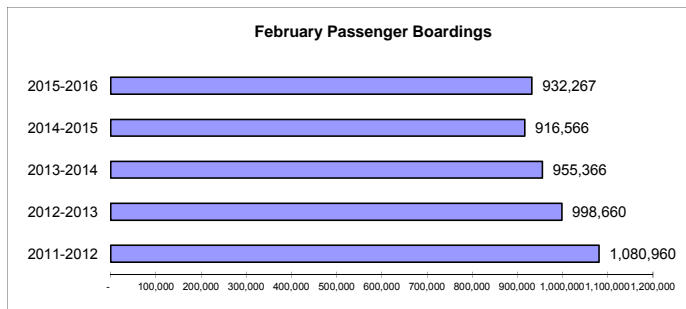
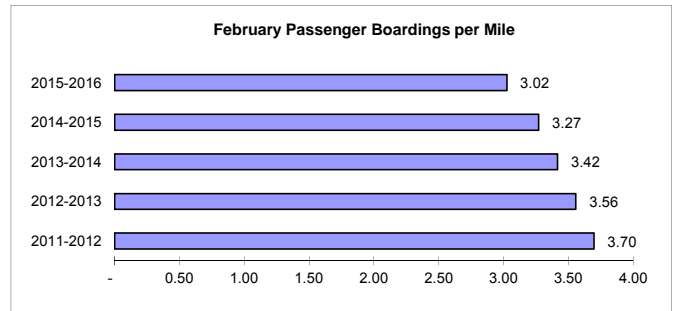
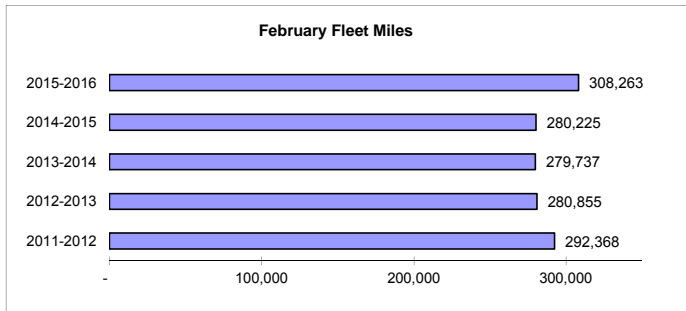
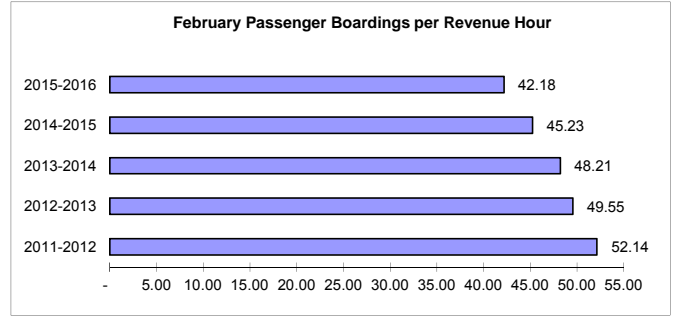
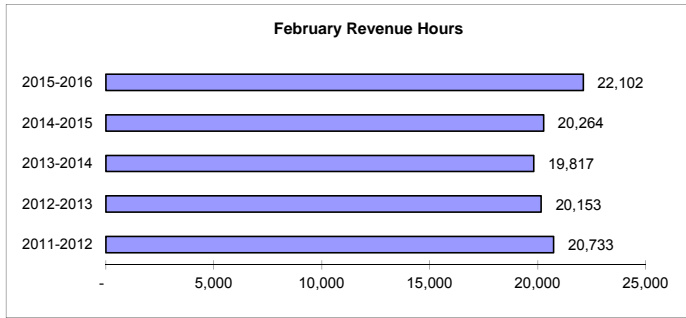
Fleet Services

Fleet Miles	308,263	280,225	+ 10.0%	2,469,076	2,355,111	+ 4.8%	3,668,724	3,543,729	+ 3.5%
Average Passenger Boardings/Mile	3.02	3.29	- 8.0%	2.71	3.03	- 10.6%	2.79	3.11	- 10.2%
Fuel Cost	\$82,777	\$142,101	- 41.7%	\$1,025,362	\$1,710,435	- 40.1%	\$1,705,618	\$2,732,783	- 37.6%
Fuel Cost Per Mile	\$0.269	\$0.507	- 47.0%	\$0.415	\$0.726	- 42.8%	\$0.465	\$0.771	- 39.7%
Repair Costs	\$212,112	\$248,718	- 14.7%	\$1,818,881	\$1,779,866	+ 2.2%	\$2,731,187	\$2,631,091	+ 3.8%
Total Repair Cost Per Mile	\$0.688	\$0.888	- 22.5%	\$0.737	\$0.756	- 2.5%	\$0.744	\$0.742	+ 0.3%
Preventive Maintenance Costs	\$30,305	\$27,723	+ 9.3%	\$249,575	\$256,937	- 2.9%	\$392,002	\$402,864	- 2.7%
Total PM Cost Per Mile	\$0.098	\$0.099	- 0.6%	\$0.101	\$0.109	- 7.3%	\$0.107	\$0.114	- 6.0%
Mechanical Road Calls	35	38	- 7.9%	335	380	- 11.8%	496	591	- 16.1%
Miles/Mech. Road Call	8,808	7,374	+ 19.4%	7,370	6,198	+ 18.9%	7,397	5,996	+ 23.4%

Special Mobility Service

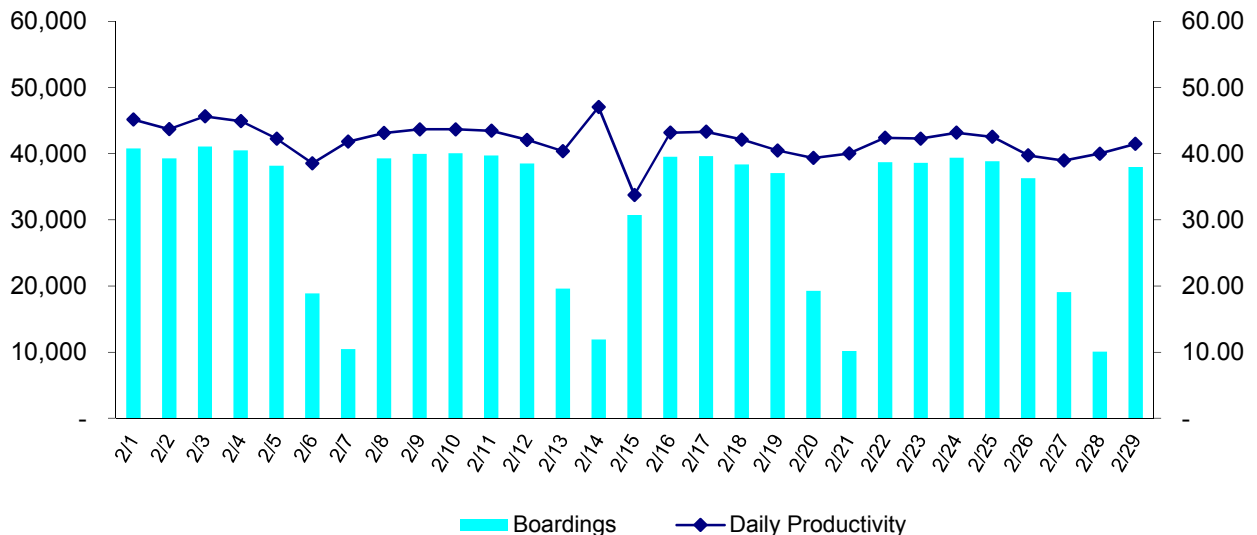
SMS Rides	15,858	15,576	+ 1.8%	126,538	127,392	- 0.7%	193,465	197,856	- 2.2%
SMS Ride Refusals	-	-	+ 0.0%	8	-	+ 0.0%	10	-	+ 0.0%
RideSource	7,548	6,753	+ 11.8%	58,995	57,612	+ 2.4%	89,571	86,718	+ 3.3%
RideSource Refusals	-	-	+ 0.0%	2	-	+ 0.0%	4	-	+ 0.0%

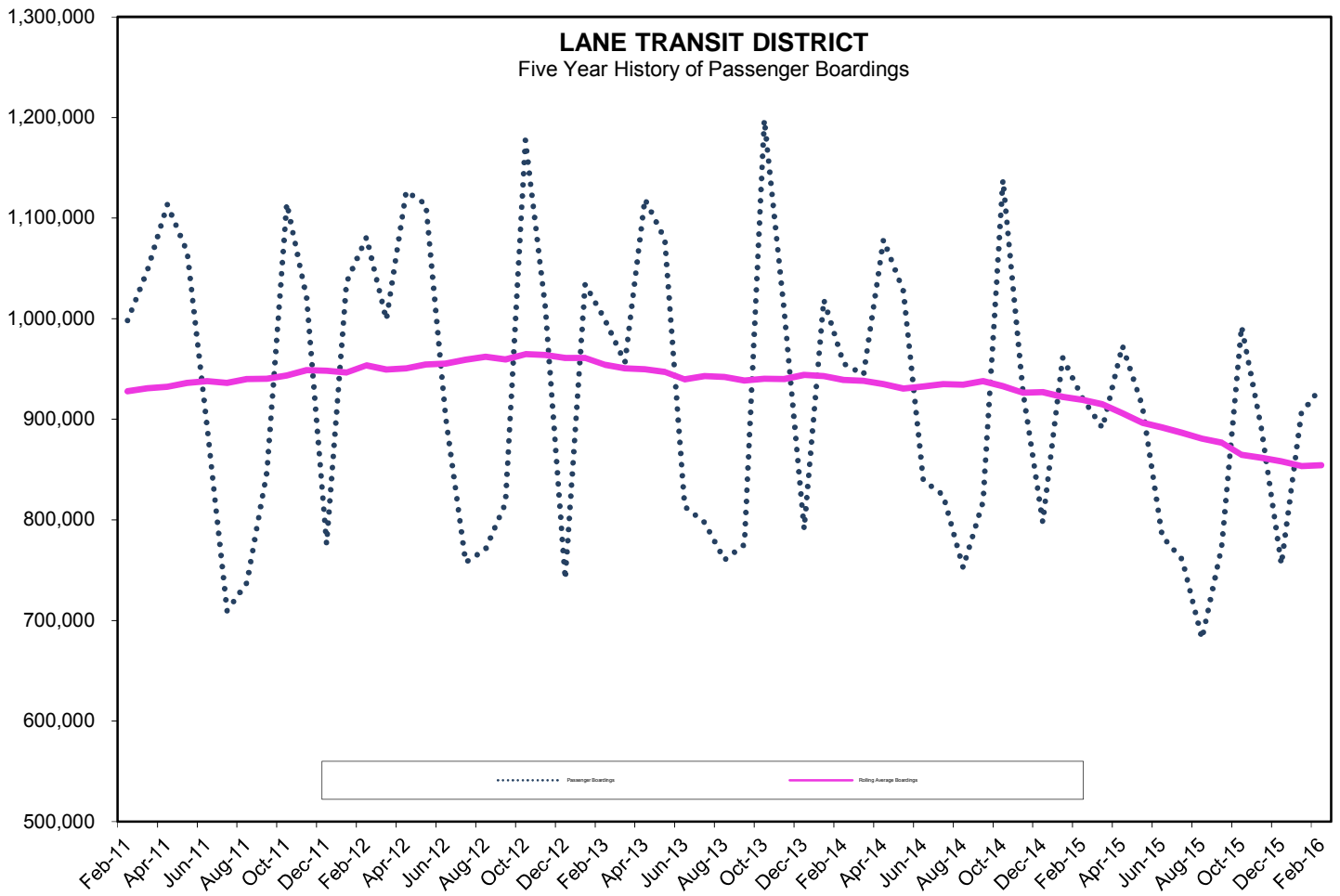
* Data for prior months has been updated to reflect error corrections from missing passenger count data



Daily Ridership Recap February 2016

Date	Day	Service	Boardings	Mobility	Revenue	Daily
				Assisted Boardings	Hours	Productivity
2/1/2016	Monday	Weekday	40,816	555	904.00	45.15
2/2/2016	Tuesday	Weekday	39,280	509	899.00	43.69
2/3/2016	Wednesday	Weekday	41,106	634	901.00	45.62
2/4/2016	Thursday	Weekday	40,514	615	902.00	44.92
2/5/2016	Friday	Weekday	38,169	584	903.00	42.27
2/6/2016	Saturday	Saturday	18,876	412	490.00	38.52
2/7/2016	Sunday	Sunday	10,495	182	251.00	41.81
2/8/2016	Monday	Weekday	39,314	568	912.00	43.11
2/9/2016	Tuesday	Weekday	39,966	496	915.00	43.68
2/10/2016	Wednesday	Weekday	40,091	595	918.00	43.67
2/11/2016	Thursday	Weekday	39,720	563	914.00	43.46
2/12/2016	Friday	Weekday	38,507	433	915.00	42.08
2/13/2016	Saturday	Saturday	19,611	373	486.00	40.35
2/14/2016	Sunday	Sunday	11,947	216	254.00	47.04
2/15/2016	Monday	Weekday	30,723	451	910.00	33.76
2/16/2016	Tuesday	Weekday	39,541	567	916.00	43.17
2/17/2016	Wednesday	Weekday	39,626	439	915.00	43.31
2/18/2016	Thursday	Weekday	38,376	415	911.00	42.13
2/19/2016	Friday	Weekday	37,061	380	916.00	40.46
2/20/2016	Saturday	Saturday	19,278	383	490.00	39.34
2/21/2016	Sunday	Sunday	10,165	142	254.00	40.02
2/22/2016	Monday	Weekday	38,735	543	914.00	42.38
2/23/2016	Tuesday	Weekday	38,637	476	914.00	42.27
2/24/2016	Wednesday	Weekday	39,372	522	912.00	43.17
2/25/2016	Thursday	Weekday	38,872	561	914.00	42.53
2/26/2016	Friday	Weekday	36,306	501	914.00	39.72
2/27/2016	Saturday	Saturday	19,100	376	490.00	38.98
2/28/2016	Sunday	Sunday	10,081	219	252.00	40.00
2/29/2016	Monday	Weekday	37,982	581	916.00	41.47
Totals			932,267	13,291	22,102	42.18





Special Mobility Services: RideSource Activity and Productivity Information

January-16	Current Month	Prior Year's Month	% Change	Current YTD	Previous YTD	% Change	Current 12 Month	Prior 12 Month	% Change
RideSource Ridership	15,209	16,528	-8.0%	111,121	115,081	-3.4%	193,832	196,748	-1.5%
RideSource(All Modes)	12,368	13,259	-6.7%	93,584	97,109	-3.6%	163,501	167,208	-2.2%
Shopper	572	638	-10.3%	4,101	4,003	2.4%	7,380	6,661	10.8%
Escort Volunteers-Metro	1,780	1,554	14.5%	9,350	8,593	8.8%	15,331	14,397	6.5%
Escort Volunteers-Rural	489	1,077	-54.6%	4,086	5,376	-24.0%	7,620	8,482	-10.2%
RideSource Cost per Ride	\$ 23.37	\$ 22.57	3.5%	\$ 23.42	\$ 23.47	-0.2%	\$ 23.34	\$ 23.60	-1.1%
RideSource(All Modes)	\$ 27.42	\$ 26.67	2.8%	\$ 26.65	\$ 26.67	-0.1%	\$ 26.53	\$ 26.66	-0.5%
RideSource Shopper	12.76	12.21	4.5%	\$ 12.42	\$ 13.41	-7.4%	\$ 11.99	\$ 13.65	-12.1%
RideSource Escort	\$ 3.95	\$ 4.39	-10.1%	\$ 4.28	\$ 4.09	4.7%	\$ 4.28	\$ 4.13	3.6%
Ride Reservations	14,364	14,977	-4.1%	105,663	107,187	-1.4%	183,203	185,072	-1.0%
Cancelled Number	1,857	1,650	12.5%	10,883	10,382	4.8%	18,294	18,113	1.0%
Cancelled % of Total	12.93%	11.02%		10.30%	9.69%		9.99%	9.79%	
No-Show Number	116	134	-13.4%	777	948	-18.0%	1,431	1,531	-6.5%
No-Show % of Total	0.81%	0.89%		0.74%	0.88%		0.78%	0.83%	
Ride Refusals Number	0	0	#DIV/0!	8	0	#DIV/0!	12	0	#DIV/0!
Ride Refusals % of Total	0.00%	0.00%		0.01%	0.00%		0.01%	0.00%	
Service Hours	7,528	7,726	-2.6%	54,320	55,163	-1.5%	94,687	96,120	-1.5%
Agency Staff	7,462	7,604	-1.9%	53,629	54,258	-1.2%	93,374	94,582	-1.3%
Agency SMS Volunteer	66	122	-45.9%	691	905	-23.6%	1,313	1,538	-14.6%
Avg. Trips/Service Hr.	1.72	1.80	-4.4%	1.80	1.83	-1.6%	1.80	1.81	-0.6%
RideSource System Miles	93,884	96,715	-2.9%	693,498	697,967	-0.6%	1,204,600	1,208,335	-0.3%
Avg. Miles/Trip	7.26	6.96	4.3%	7.10	6.90	2.8%	7.05	6.95	1.4%
Miles/Vehicle Hour	12.47	12.52	-0.4%	12.77	12.65	0.9%	12.72	12.57	1.2%
On-Time Performance %	86.2%	85.5%	0.9%	85.9%	82.9%	3.6%	85.7%	85.0%	0.8%
Sample	11,363	12,097		85,969	88,035		150,003	150,867	
On-Time	9,797	10,341		73,811	72,943		128,524	128,248	

- RideSource (All Modes) includes all rides except Shopper, Escort, & Taxi
- Escort Volunteers-Metro includes in-district volunteer rides and SMS volunteer escort rides.
- Escort Volunteers-Rural is out of district volunteer rides.

- RideSource System Miles includes miles by volunteers in agency vehicles.

Special Mobility Services: RideSource Activity and Productivity Information

<u>January-16</u>	<u>Current Month</u>	<u>Prior Year's Month</u>	<u>% Change</u>	<u>Current YTD</u>	<u>Previous YTD</u>	<u>% Change</u>	<u>Current 12 Month</u>	<u>Prior 12 Month</u>	<u>% Change</u>
-------------------	----------------------	---------------------------	-----------------	--------------------	---------------------	-----------------	-------------------------	-----------------------	-----------------

- On-Time Performance reflects a 100% sample of all rides with scheduled pickup times, plus will-call rides. The standard is +/- 10 minutes for scheduled pickups and within 30 minutes of will-call request.

Productivity Cost Model
 FY 2016

January-16

	Current Month	Last Yr Curr Month	Curr YTD	Last Yr YTD	Curr 12 Months	Last Yr 12 months
Total Cost per Cost Model	473,526	452,409	3,452,906	3,317,675	5,846,084	5,651,522
Less Brokerage	118,153	78,900	845,472	609,921	1,314,154	997,393
Less Oakridge	-	548	5,379	7,045	7,197	11,197
RS Total	355,373	372,961	2,602,055	2,700,709	4,524,733	4,642,932
Less Shopper	7,297	7,792	50,927	53,698	88,523	90,913
Less Vol Escort	8,958	11,559	57,551	57,136	98,253	94,536
RS All Modes	339,118	353,610	2,493,577	2,589,875	4,337,957	4,457,483
	(14,492)		(96,298)		(119,526)	

AGENDA ITEM SUMMARY

DATE: March 16, 2016

ITEM TITLE: MONTHLY GRANT REPORT

PREPARED BY: Todd Lipkin, Finance Manager/CFO

ACTION REQUESTED: None. Information Only.

BACKGROUND:

The January 2016 Grant Report following this summary contains financial data for all Federal Transit Administration (FTA) and Oregon Department of Transportation (ODOT) *ConnectOregon* grants that have a remaining balance or that have had activity within the last six months. All grant totals are reported in total project dollars, so they include both the grant-funded amount and any applicable local match.

Federal Transit Administration TEAM Grant Applications

There are no current grant applications drafted. The FTA has finally activated the new grants management system Transit Award Management System (TrAMS). They are currently holding training sessions on the use of the system. LTD will input applications for grant funding for the rest of the fiscal year over the next 30 – 45 days.

Federal Transit Administration Low or No Emission Vehicle Deployment Program (LoNo)

Lane Transit District (LTD) submitted a grant application on November 23, 2015, under the Low or No Emission Vehicle Deployment Program (LoNo) to purchase five all-electric, 40-foot buses. This is in addition to the five buses that LTD is already purchasing. The grant request is for \$1,842,799 to cover the incremental cost for the electric components on the buses and project management provided by the Center for Transportation and the Environment (CTE). Federal formula funds will be used for the additional costs of the project should LTD be awarded the grant. The total project cost is \$4,669,565 (including match).

***ConnectOregon* VI Santa Clara Community Transit Center and Park & Ride**

LTD submitted a grant application on November 20, 2015, under the *ConnectOregon* VI program to help fund the construction of the Santa Clara Community Transit Center and Park & Ride. This project will provide a five-bay transit station, a 66-space Park & Ride, secure bike parking, and electric charging stations for the growing Santa Clara area. Facilitating the City of Eugene's growth vision for the corridor, it will serve as a community hub connecting 20,000 residents to regional jobs and services using transit, walking, and biking. The application requests \$3,500,000 to help support a total project cost of \$8,142,502. The total project cost includes the value of the land already paid for when the Santa Clara School site was purchased earlier this year. Funds from the sale of the other portions of the Santa Clara School site and from the sale of the current River Road Station site will complete the funding package for this project.

ATTACHMENT: January 2016 Grant Report

PROPOSED MOTION: None.



30136 ODOT - ODOT ConnectOregon	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
City of Eugene Pedestrian Bridge	-	1,543,306.00	56,361.24	1,486,944.76
WEEE Pedestrian Bridges	-	2,040,000.00	-	2,040,000.00
	-	3,583,306.00	56,361.24	3,526,944.76

30139 ODOT - ODOT ConnectOregon	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
Franklin Transit Stations	-	648,000.00	15,168.54	632,831.46

OR-03-0122 - FTA 5309 Small Starts	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	-	1,555,073.75	1,555,073.75	-
14.01.10 Guideway	-	4,300,805.32	3,398,470.97	902,334.35
14.02.20 Stations & Stops	-	743,703.39	855,285.99	(111,582.60)
14.04.40 Sitework & Special Conditions	-	11,241,013.34	11,423,217.42	(182,204.08)
14.05.50 Systems	-	2,229,930.78	1,909,072.09	320,858.69
14.06.60 ROW, Land, Existing Improvements	-	1,929,027.42	1,503,670.42	425,357.00
14.08.80 Professional Services	-	7,721,200.00	8,468,118.82	(746,918.82)
14.09.90 Unallocated Contingency	-	1,088,113.00	-	1,088,113.00
	-	30,808,867.00	29,112,909.46	1,695,957.54

OR-03-0127 - FTA 5309 Small Starts	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
14.01.10 Guideway	105,083.00	7,447,094.00	3,153,973.31	4,293,120.69
14.02.20 Stations & Stops	202,062.00	7,978,019.00	2,928,464.64	5,049,554.36
14.03.30 Support Facilities	-	50,000.00	937.31	49,062.69
14.04.40 Sitework & Special Conditions	1,157,317.00	38,770,734.00	15,794,478.21	22,976,255.79
14.04.40 Sitework & Special Conditions Ped Bridges	-	2,040,000.00	95,000.00	1,945,000.00
14.05.50 Systems	-	4,910,219.00	408,723.43	4,501,495.57
14.06.60 ROW, Land, Existing Improvements	360,128.00	3,208,620.00	1,027,413.95	2,181,206.05
14.09.90 Unallocated Contingency	-	1,372,533.00	-	1,372,533.00
	1,824,590.00	65,777,219.00	23,408,990.85	42,368,228.15

OR-03-0128 - FTA 5309 Bus & Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	132.00	1,672,925.00	996,294.99	676,630.01
14.05.50 Systems	-	260,281.00	260,281.00	-
	132.00	1,933,206.00	1,256,575.99	676,630.01

OR-04-0030 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Paratransit replacement vehicles	-	700,000.00	700,000.00	-
11.13.04 Paratransit expansion vehicles	-	140,000.00	140,000.00	-
11.32.20 Misc Passenger Boarding Improvements	-	410,000.00	410,000.00	-
Rounding adjustment	-	-	(10.00)	10.00
	-	1,250,000.00	1,249,990.00	10.00



OR-04-0038 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.01 Hybrid Electric 40' Buses	117.00	3,875,000.00	12,645.39	3,862,354.61
11.12.06 Hybrid Electric Articulated Buses	-	3,000,000.00	2,970,327.78	29,672.22
	<u>117.00</u>	<u>6,875,000.00</u>	<u>2,982,973.17</u>	<u>3,892,026.83</u>

OR-04-0041 - FTA 5309 VTCLI	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.42.08 Call Center Software	343.00	1,062,000.00	534,296.65	527,703.35
11.62.02 Call Center Telephone System	(33,204.00)	298,000.00	298,000.00	-
	<u>(32,861.00)</u>	<u>1,360,000.00</u>	<u>832,296.65</u>	<u>527,703.35</u>

OR-04-0048 - FTA 5309 Bus & Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	-	6,527,075.00	6,527,075.00	-

OR-04-0049 - FTA 5309 Bus & Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Accessible Services Vehicles	-	746,400.00	662,088.58	84,311.42
11.12.15 Accessible Services Vehicles	139,146.00	160,500.00	139,146.10	21,353.90
11.42.09 Security Cameras	-	366,600.00	194,874.89	171,725.11
	<u>139,146.00</u>	<u>1,273,500.00</u>	<u>996,109.57</u>	<u>277,390.43</u>

OR-16-X045 - FTA 5310 Elderly & Disabled	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Accessible Services Vehicles	-	558,068.00	199,396.05	358,671.95

OR-37-X024 - FTA 5316 Job Access/Reverse Commute	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management	-	214,774.00	137,651.64	77,122.36

OR-39-0007 - FTA 5339 Alternatives Analysis Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
44.23.02 Main St/McVay Planning Study	15,311.00	937,500.00	807,917.14	129,582.86

OR-39-0008 - FTA 5339 Alternatives Analysis	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
14.06.60 ROW, Land, Existing Improvements	-	2,291,966.00	2,291,966.00	-
14.08.80 Professional Services	228,851.00	18,750,534.00	15,501,408.62	3,249,125.38
	<u>228,851.00</u>	<u>21,042,500.00</u>	<u>17,793,374.62</u>	<u>3,249,125.38</u>



OR-57-X012 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management-Assessments	-	97,026.00	-	97,026.00
11.7L.00 Transportation Assessments	-	96,528.00	96,528.00	-
	-	193,554.00	96,528.00	97,026.00

OR-57-X014 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management	-	98,155.00	-	98,155.00

OR-90-X179 - FTA 5307 Urbanized Area Formula Funds	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.33.02 Pavilion Station	-	196,800.00	196,800.00	-
11.42.07 Computer_Hardware_02	-	250,000.00	250,000.00	-
11.42.07 Computer_Hardware_03	48,012.00	500,000.00	62,032.47	437,967.53
11.42.07 Hardware	-	300,000.00	300,000.00	-
11.42.08 Computer Software_01	-	150,000.00	150,000.00	-
11.42.08 Computer_Software_02	49.00	350,000.00	285,707.15	64,292.85
11.42.08 Software	-	289,200.00	289,200.00	-
11.42.09 Security Improvements	-	431,600.00	431,600.00	-
11.42.09 Security_01	-	73,375.00	73,375.00	-
11.42.09 Security_Improvements_02	-	630,000.00	464,701.12	165,298.88
11.42.11 Support Vehicles	-	144,500.00	144,500.00	-
11.42.11 Support_Vehicles_01	-	100,000.00	100,000.00	-
11.42.11 Support_Vehicles_02	35,891.00	100,000.00	69,601.39	30,398.61
11.42.20 Miscellaneous equipment	-	105,100.00	47,057.87	58,042.13
11.43.03 Facility_Staff_Building_Parking_Lot_Exp_02	27,187.00	270,000.00	87,984.04	182,015.96
11.43.03 Improvements	-	230,200.00	230,200.00	-
11.44.03 Facilities Improvements_01	-	184,000.00	184,000.00	-
11.44.03 Facilities_Improvements_02	14,220.00	500,000.00	500,000.00	-
11.7A.00 Preventive Maintenance 13-14	-	1,900,000.00	1,900,000.00	-
11.7A.00 Preventive Maintenance 14-15	-	1,211,583.00	1,211,583.00	-
11.7A.00 Preventive Maintenance_14-15_01	-	4,080,650.00	4,080,650.00	-
11.7A.00 Preventive Maintenance_15-16_01	4,450.00	2,696,975.00	2,696,975.00	-
11.7A.00 Preventive_Maintenance_15-16_02	563,056.00	2,553,025.00	904,702.50	1,648,322.50
11.92.02 Shelters	69,125.00	74,818.00	74,818.00	-
	761,990.00	17,321,826.00	14,735,487.54	2,586,338.46

OR-95-X030 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.33.02 U of O Station Construction	80.00	2,340,354.00	2,043,901.30	296,452.70
11.7F.00 Gateway SmartTrips	-	100,301.00	100,301.00	-
	80.00	2,440,655.00	2,144,202.30	296,452.70



OR-95-X035 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.72.11 Rideshare	-	358,633.71	358,633.71	-
11.72.11 Safe Routes to School	-	83,584.00	40,734.24	42,849.76
11.72.11_Rideshare_Bike_Sharing	-	3,596.95	3,596.95	-
11.72.11_Rideshare_Carpool	-	922.03	922.03	-
11.72.11_Rideshare_CMP	-	905.57	905.57	-
11.72.11_Rideshare_ETC	-	5,956.88	5,956.88	-
11.72.11_Rideshare_Group Pass	-	35,212.82	35,212.82	-
11.72.11_Rideshare_Park and Ride	-	1,872.04	1,872.04	-
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
	-	<u>1,047,911.00</u>	<u>1,005,061.24</u>	<u>42,849.76</u>

OR-95-X055 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.01 Hybrid 40' Bus Replacement_01	-	1,878,998.00	-	1,878,998.00
11.33.02 Pavilion Station Construction_01	-	445,782.00	445,782.00	-
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
11.7L.00 Rideshare_00	-	441,436.00	441,436.00	-
11.7L.00 Rideshare_01	-	453,694.00	453,694.00	-
11.7L.00 Rideshare_02	637.00	454,336.00	454,336.00	-
11.7L.00 Safe Routes-School Districts_00	-	129,834.00	129,834.00	-
11.7L.00 Safe Routes-School Districts_01	-	135,421.00	135,421.00	-
11.7L.00 Safe Routes-School Districts_02	-	135,421.00	12,721.77	122,699.23
11.7L.00 SmartTrips 2	176.00	384,487.00	384,304.28	182.72
11.7L.00 SmartTrips_02	-	415,472.00	-	415,472.00
44.23.02 Bike Parking Study	-	100,301.00	100,301.00	-
44.23.02 Bike Share Study_01	121.00	111,445.00	95,855.82	15,589.18
44.23.02 NW Eugene-LCC Transit Corridor Plan_01	-	651,711.00	651,711.00	-
	<u>934.00</u>	<u>6,295,565.00</u>	<u>3,862,623.87</u>	<u>2,432,941.13</u>

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: MONTHLY DEPARTMENT REPORTS

PREPARED BY: Aurora (A. J.) Jackson, General Manager

ACTION REQUESTED: None

BACKGROUND:

Monthly reports on activities within departments and throughout the District are provided for the Board's information.

ATTACHMENT: Monthly Department Reports- March 2016

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\Dept Report AIS.docx



MONTHLY DEPARTMENT REPORTS

March 16, 2016

Government Relations

Edward McGlone, Government Relations Manager

Legislative Update:

After a marathon 35-day session, the Oregon Legislature adjourned on March 3, 2016. Two of the most notable pieces of legislation adopted include an increase to the state minimum wage and a measure to move Oregon away from coal-powered energy. Regarding transit, legislators approved Senate Bill 1527, legislation that would clear the way for electronic fare systems. SB 1510, TriMet's project fund flexibility bill, did not advance. SB 1521, Senator Peter Courtney's transit funding bill, did not make it out of committee.

Media Update:

In February LTD received press coverage for the following topics: Annual Route Review, West Eugene EmX, and the MovingAhead project. LTD staff worked with local media on future stories regarding West Eugene EmX construction, and also worked with *Metro Magazine*, a trade publication, on a story about EmX development.

Customer Services and Planning

MARKETING AND COMMUNICATIONS

Meg Kester, Marketing Manager

Public Engagement

LTD's **Annual Route Review (ARR)** is completing its final stage of public and stakeholder involvement. Staff have seen a high level of engagement and completion of 605 ARR surveys. Marketing staff continue to work closely with Service Planning staff on LTD's ARR process. Staff have attended and presented to more than a dozen community events as well as several rider information sessions. Detailed information has been available online, and survey input also has been available via paper survey. Outreach continues through LTD's social media, and additional media coverage is expected.

ARR Presentations (most recent activity):

- Accessible Transportation Committee (February 16)
- Ya-Po-Ah Terrace (February 16)
- Eugene Station Customer Service Center Lobby (February 23)
- 5th Street Public Market Merchants (February 24)

- SAC (March 1)
- Springfield City Council (March 7)

Sponsorships and In-Kind Support

The following activity occurred during the past month:

- Springfield Chamber Quarterly Breakfast (February 16)
- Coats for Homeless event (February 15-19)
- Underage Drinking Awareness Project (More) – a state-wide program aimed at preventing underage drinking. Staff are providing internal posters for the months of March, April, September, and October.
- Community Sharing “Souper” Fundraiser (March 15)

Media and Advertising

Advertising for February included:

- Student marketing (print, online, and electronic placement)
- Airport Connector marketing (print, online, electronic placement)
- West Eugene EmX construction information (print and online placement)
- Go West marketing (print, radio, billboard, and electronic placement)

Media (see Government Relations report, above)

APTA Marketing & Communications Conference

Several staff attended APTA’s national Marketing & Communications Conference that was held on February 28 through March 2. The conference was well attended and delivered in-depth presentations and discussions related to the challenges and opportunities of marketing, outreach, and messaging of public transportation.

ACCESSIBLE AND CUSTOMER SERVICES

Cosette Rees, Accessible and Customer Services Manager

Special Transportation Fund Grants

LTD is considering applying for Special Transportation Funds (STF) for three programs:

- 1) **Dialysis Transportation Pilot** - This pilot project would replicate a pilot project currently operating in Portland that was initiated by Ride Connection. The program would provide service to community members that are on dialysis and would be geared toward increasing health outcomes and transportation efficiencies. Transportation for people that are on dialysis can be a challenging task as customers utilizing traditional transportation may encounter shortened treatment and, due to the nature of their treatment, are often frail after undergoing dialysis. Utilizing volunteers and other personal transportation can provide a better quality of life, health outcomes, and service efficiency.
- 2) **Volunteer Transportation Coordination Pilot** - Many agencies in Lane County utilize volunteers to transport community members for their programs. Most of these agencies utilize some form of recruitment, background check, training, mileage reimbursement, and scheduling. The current processes being used create a significant amount of redundancy, competition for volunteers, and inefficiencies. This pilot program would utilize the

infrastructure and resources of the brokerages to coordinate these tasks for multiple programs.

- 3) **EZ Access Half Fare/Voluntary Service Animal Pilot** - LTD's federally mandated half-fare program would experience a multitude of benefits through a revamp of eligibility certification and the updating of program participants' records. In addition, LTD has received permission from the FTA and ODOT to initiate a pilot Voluntary Service Animal Certification program. This program would enable a person who travels with a service animal to meet with LTD staff and other community members who are traveling with service animals. Those who qualify would receive a paw print on their bus pass, which would demonstrate that they are approved by LTD to ride the bus with their service animal. Obtaining this certification would reduce the need for those with service animals to interact with bus operators as they board the bus, thereby improving the customer experience and potentially reducing conflicts on the bus. Due to resources needed to initiate these programs, the implementation would be staged over the course of two to three years. If this grant is awarded, staff would be able to shorten the time frame and implement the program within one year.

Staff are completing their analysis of all aforementioned programs and, if supported, will complete and submit the application for funding. STF funds are available for programs that serve older adults and people with disabilities. This grant opportunity is outside of the normal STF cycle. These funds are available on a competitive basis, with approximately \$2 million allocated to Region 2, and another \$2 million available for projects of statewide significance.

FACILITIES

Joe McCormack, Facilities Manager

West Eugene EmX

The 2016 construction season is already underway as EmX crews add a right-turn lane on West 6th Avenue between Almaden and Chambers streets. Adjacent businesses think it will help reduce rush-hour congestion in front of their driveways.

Road crews will next shift to widening Garfield Street between West 6th and 11th avenues, and then widen 11th Avenue between Bailey Hill Road and Beltline Road this year. Crews plan to alternate roadwork between Garfield Street and 11th Avenue to help reduce traffic impacts and to complete sidewalks on one side of the road before working on the opposite side.

Road construction on West 11th Avenue between Bailey Hill Road and Garfield Street is planned for 2017, which will allow the West Eugene EmX service to begin in Fall 2017.

Eventually, more than half of the pavement on Garfield and West 11th will be repaved, and new sidewalks and landscaping will line the roadway.

Finishing Touches on West 6th/7th

There are new cement planter boxes next to the sidewalk at various places along the EmX route. They are new companions to the local fish and streams. Filled with sedges and rushes, their special design cleans storm water before it reaches local rivers.

Meanwhile, carefully selected tree species are being planted in more spacious areas containing better soil, which will lead to a healthier greener future. Winter planting allows trees to establish their

roots before putting energy into above-surface growth spurred on by the warm and sunny days ahead.

Electricians are wrapping up the installation of 58 new traffic signals and 119 audible pedestrian signals along 6th and 7th avenues. City of Eugene traffic engineers will test the system before it becomes operational; then crews will remove the temporary wooden signal poles.

Bus Lot & Facilities Expansion

Final design work continues and is anticipated to be complete by mid-April. This project will expand the parking capacity of the bus yard, accommodate electric bus charging stations, and expand the Facilities staff work area. If approved in the Capital Improvements Program process, construction may begin this summer.

Budgets

The proposed budgets for capital projects and materials and services have been assembled and submitted for Fiscal Year 2016-2017. Facilities-related capital projects for the 10-year plan total a little more than \$16 Million and include State of Good Repair and improvement projects throughout the service district. The 4.57 percent increase (over the current year-end estimate) proposed in the materials and services budget reflects, among other things, additional infrastructure and facilities related to West Eugene EmX and the bus lot and facilities expansion.

McVay EmX Station

The City of Springfield project to improve Franklin Boulevard in the Glenwood area was recently reduced in scope. The project is now going to include only the improvements in the immediate vicinity of the McVay intersection. This project will require LTD to reconstruct the McVay EmX platforms to fit in the new roadway layout, which will include bus-only queue jumps and two roundabouts. Utility relocation efforts are expected to begin in the late Spring/early Summer 2016, and total project completion is anticipated by late 2017.

POINT2POINT

Theresa Brand, Transportation Options Manager

- Staff are planning for a number of key initiatives, including a targeted Vanpool Campaign, the Business Commute Challenge, updating the SRTS Regional Strategy, the launch of the SmartTrips Springfield Thurston Program, and the development and implementation of an enhanced employer program.
- Point2point staff are preparing a draft FY 2016-17 budget and will review the draft with a subcommittee of the Transportation Planning Committee when completed.
- Staff are interviewing and hiring additional part-time, temporary staff to assist with the Business Commute Challenge and SmartTrips programs. It is anticipated that all new staff will be on board by early April.
- Staff have met with University of Oregon Parking and Transportation staff to identify common interests and to begin to identify some new areas for helping to improve transportation options awareness with faculty and staff. (City of Eugene staff will be included in future planning and goal setting meetings).

- Staff have begun planning efforts for the Business Commute Challenge, and sponsor recruitment is underway.

Drive Less Connect

Point2point staff conducted a “Love your Commute” incentive for the month of February. Participants were asked to log five days of non-drive-alone trips to be eligible to win a gift card to the Oregon Electric Station. The incentive was open to all Lane County participants.

February statistics for the Lane County region:

- 16 new users registered in Drive Less Connect
- 5,904 Non-single-occupancy vehicle trips reported, for a total of 60,613 miles
- Trips reported represent a savings of 43,782 pounds of CO₂ over driving alone
- 63 Ridematch searches performed with a 38 percent success rate
- 21 Ridematch requests were sent through the system

Vanpool Program

Staff have created a marketing plan for a vanpool campaign/promotion to be conducted over the next 18 months, with the goal of increasing vanpool ridership and passenger miles by 5 percent.

January statistics: *(vanpool reporting experiences a 30-day lag)*

- 17 vanpools traveling to/from the LTD service area
- 3,462 passenger boardings
- 189,155 passenger miles
- 115,006 pounds CO₂ saved

Carshare Program

Point2point staff met with the regional Zipcar representative. Zipcar has seven carshare vehicles located near student housing complexes in the area. Point2point will promote Zipcar and Enterprise carshare programs in the community during outreach activities.

Outreach

- Staff surveyed Oregon State Hospital (OSH) employees about their transportation use and interests. There was a 33 percent response rate (99 out of 300 employees). Oregon State Hospital currently has a 96 percent drive-alone rate. OSH employees are primarily interested in learning more about carpool and vanpool opportunities, with some interested in transit. Staff will continue working with OSH to increase the use of transportation options to that worksite.
- Staff are continuing to work with Serenity Lane on employee transportation options awareness at its new facility in Coburg.

Schools/Safe Routes to Schools

- Staff are working closely with the regional Safe Routes to Schools (SRTS) coordinators to update the SRTS regional strategy. The strategy should be completed over the next month and will set goals and targets for the program for the next five-year period, 2016 – 2021.

- Planning is underway for spring bicycle and pedestrian education classes at schools and for the National Bike to School Day activities held in May within all three local school districts. Point2point, through support from the Central Lane Metropolitan Planning Organization, provides stipends to many participating schools to encourage school participation. Last year, there were 17 schools that took advantage of the stipends, and additional schools ran Walk & Bike encouragement activities on their own.
- The SRTS coordinators are continuing to provide feedback to the regional partner cities and Lane County regarding potential infrastructure improvements near or around schools. A master list was initiated as part of the regional SRTS mapping project to track suggestions and recommendations.
- Point2point and SRTS staff are working together to schedule staff at school/family-oriented outreach events to encourage families to use transportation options.

Transit Operations and Customer Satisfaction

Mark Johnson, Director of Transit Operations and Customer Satisfaction

Renewable Diesel

Staff began testing renewable diesel on a select group of vehicles to help determine if LTD should convert all vehicles to this product. Renewable diesel burns cleaner and is made from biomass rather than fossil fuels. It is competitively priced and appears to be readily available. Many partner agencies have converted to renewable diesel and have had very good vehicle performance. Staff hope to make a decision in the next few months.

FLEET MAINTENANCE

Ernie Turner, Fleet Maintenance Manager

Staff are finalizing procurement documentation for the five BYD electric buses and the five New Flyer diesel-hybrid buses. Production of both series of buses will begin in May and June of this year.

Administrative Services

Roland Hoskins, Director of Administrative Services

HUMAN RESOURCES

David Collier, Human Relations Manager

Recruitment

- The Fleet Maintenance Division completed interviews for the general service worker on January 13. Brent Bradley was chosen to fill the position; he started on February 2. He previously worked at Rexus for more than 26 years.

- The Planning and Development Division completed interviews for the part-time planning technician on January 15. Hart Migdal was chosen to fill the position; he started on February 8. Prior to LTD, he worked at Portland Public Schools as a GIS specialist.
- The Planning and Development (P&D) Division conducted interviews for the senior project manager position on March 4. Out of a pool of extremely qualified candidates, LTD Development Planner Sasha Luftig was selected to fill the position.
- The IT Division completed interviews for the IT support technician II on February 9. Cory Graham has been chosen to fill the position; he started on March 7. Prior to LTD, he worked for four years at Oregon Eye Associates as its network administrator.
- The Point2point Division completed interviews for the Business Commute Challenge Assistant on February 1. Shelly Kurtz was chosen to fill the position. She started on February 17. Prior to LTD, she was the marketing director for Neuro Spine Institute for two years; but she's mostly known for her role as a news anchor with KVAL for 28 years.
- The Point2point Division completed interviews for the part-time Smart *Trips* program assistant on March 1. Reference checks are currently being conducted.
- The Finance Division posted an opening for a procurement manager, which closed on February 29. Applications are currently being reviewed. Phone/Skype interviews will take place prior to in-person interviews to narrow down the pool, and will likely occur the week of March 7.

FINANCE

Todd Lipkin, Finance Manager/Chief Financial Officer

A detailed Financial Report is included separately in the Board meeting packet.

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\Dept Report.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND:

Listed below are Action or Information items that will be included on the agenda for future Board meetings.

- A. **Annual Route Review**: A public hearing on proposed changes to routes and schedules will be held during the March 16 regular Board meeting. The Board will be asked to approve the final recommended service package for FY 2016 at the April 20 regular meeting.
- B. **Revised Drug and Alcohol Policy**: At the April 20 regular meeting, the Board will be asked to approve revisions to LTD's Drug and Alcohol Policy in order to conform to new federal regulations.
- C. **Capital Improvements Program Adoption**: A public hearing will be held on the FY 2017-26 Capital Improvements Program at the Board's April 20 regular meeting with Board adoption requested at the May meeting.
- D. **Vision Zero**: Following the EmX Steering Committee's recommendation, the Board will be asked to approve a resolution supporting efforts toward safer streets throughout the region at its April 20 regular meeting.
- E. **2015 Business Commute Challenge**: At the April 20 regular meeting, staff will provide results of the 2015 Business Commute Challenge and a preview of planning efforts for the 2016 Challenge that will be held on May 14–20.
- F. **Joint LTD Board-Eugene City Council Meeting**: At a joint work session with the Eugene City Council tentatively scheduled for April 25, the Board will receive an update on MovingAhead and confirm the range of alternatives to advance for analysis.
- G. **Budget Committee Appointment**: Recruitment is ongoing to fill the Budget Committee citizen member position representing Subdistrict 1 whose term expired on January 1, 2016. The LTD Board will be asked to approve the Budget Committee appointment prior to the May Budget Committee meeting(s).
- H. **Budget Committee Meetings**: The LTD Budget Committee is scheduled to meet on May 18, following the regular Board meeting, and again on May 19, if needed.
- I. **Election of Board Officers**: At the June 20 Board meeting, the Board will elect from its members a president, vice president, secretary, and treasurer to fill two-year terms beginning July 1, 2016.

- J. **Board Member Committee Assignments:** A list of current LTD Board committee assignments will be sent to Board members for review and the opportunity to request reassignment to the same or different committees. Committee assignments will be finalized at the June 20 Board meeting.
- K. **Emergency Preparedness – Planning, Response, and Communications:** The District continually refines its emergency plans. At a future meeting, staff will review with the Board lessons learned from a recent event and will include how the plan, initial response, and communications efforts were implemented.
- L. **Main-McVay Project Update:** Staff will provide periodic updates to the Board on the progress of the Main-McVay project.
- M. **MovingAhead Project Update:** Staff will provide periodic updates to the Board on the progress of the MovingAhead project.

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\Future Sum AIS.docx

AGENDA ITEM SUMMARY

DATE OF MEETING: March 16, 2016

ITEM TITLE: ITEMS FOR ACTION OR INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD

PREPARED BY: Jeanne Schapper, Executive Office Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND:

Listed below are Action or Information items that the Board has requested be included on the agendas for future Board meetings.

- A. **Solar Energy Installation:** At the December Board meeting, the Board requested that staff explore solar energy installations around District facilities. Further information on this topic will be brought back to the Board at its April regular meeting

Q:\Reference\Board Packet\2016\March\3-16-15 Reg Mtg Pub Hg\Futuresum Board Request.docx



2015 Passenger Survey



Methodology

Methodology

- Self-Administered Survey
- Distributed/Collected by Trained Surveyors
- Bi-lingual [Questionnaire](#)
- Modified Random Sample of Runs
 - Including Weekday, Sat and Sun
- 8-day survey period
 - 535 hours of surveying



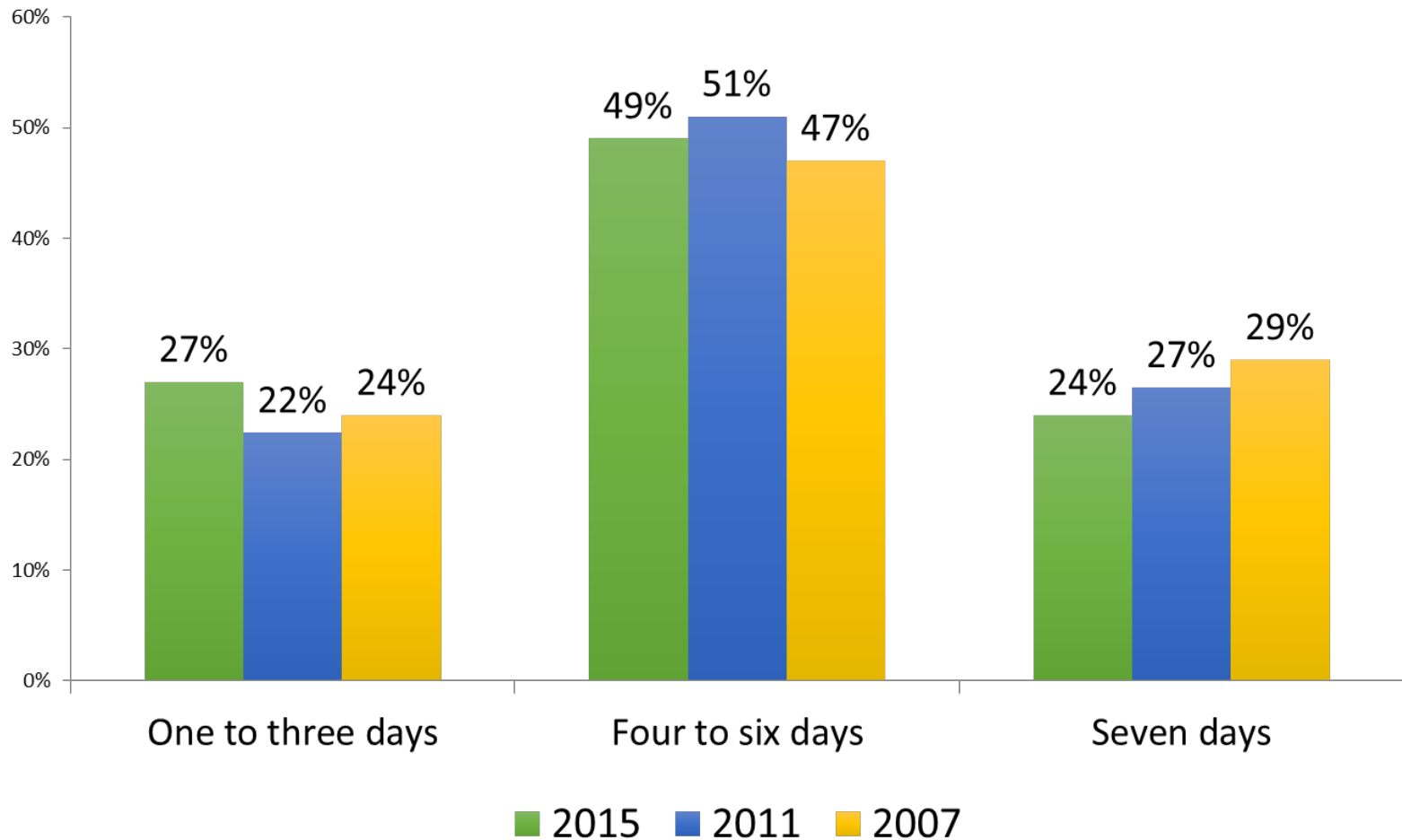
Sample Characteristics

- Sample Size
 - 6,722 completed questionnaires
 - 6,457 unduplicated responses
- 84% return rate
- 1.2% completed in Spanish
- 95% confidence, +/-1% (maximum)
- Analysis
 - Summary Analysis of unduplicated responses
 - Data for Geo-coding provided to LTD and LCOG
 - Route by Route Data Utilization

*Summary Analysis
of Unduplicated Responses*

Frequency Segments

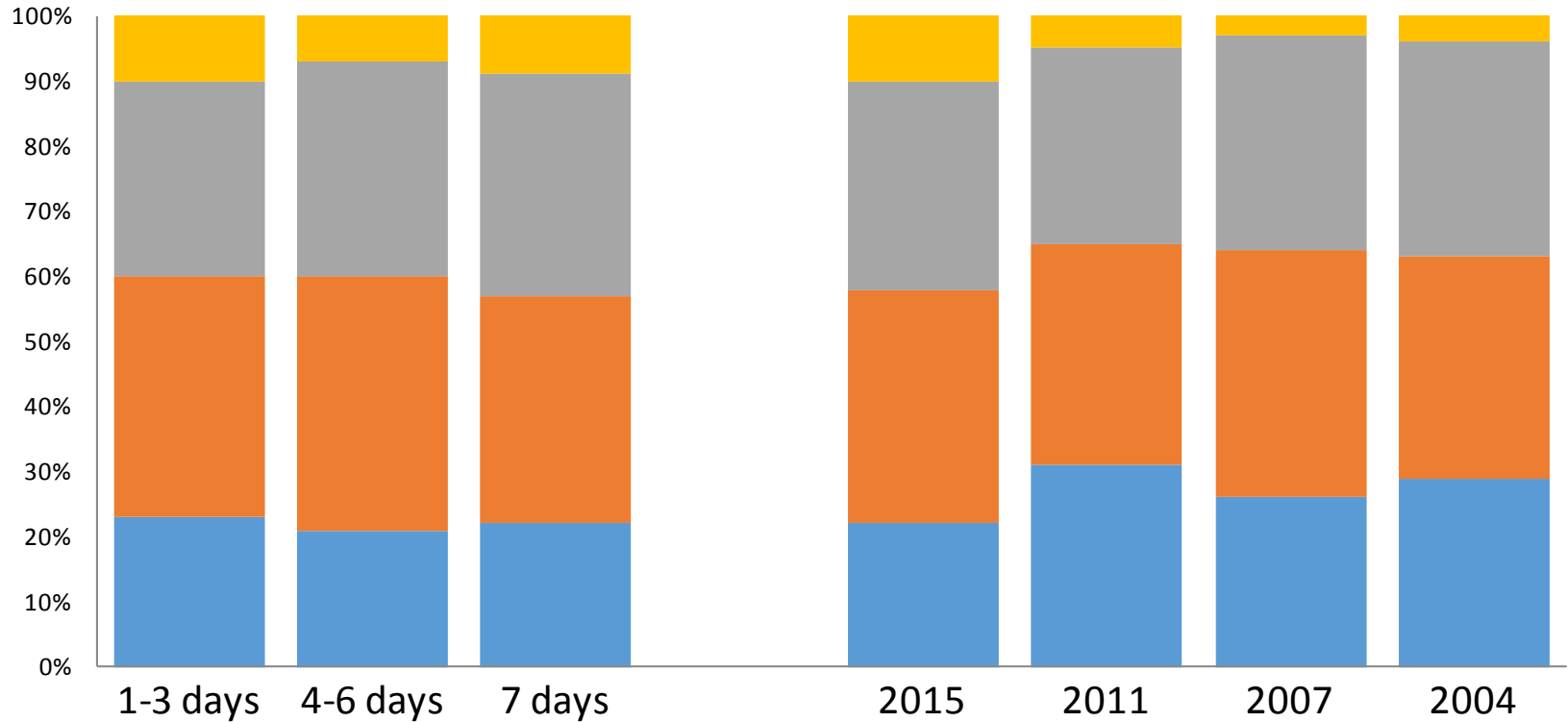
Frequency of riding LTD, 2007, 2011, 2015



Rider Profile

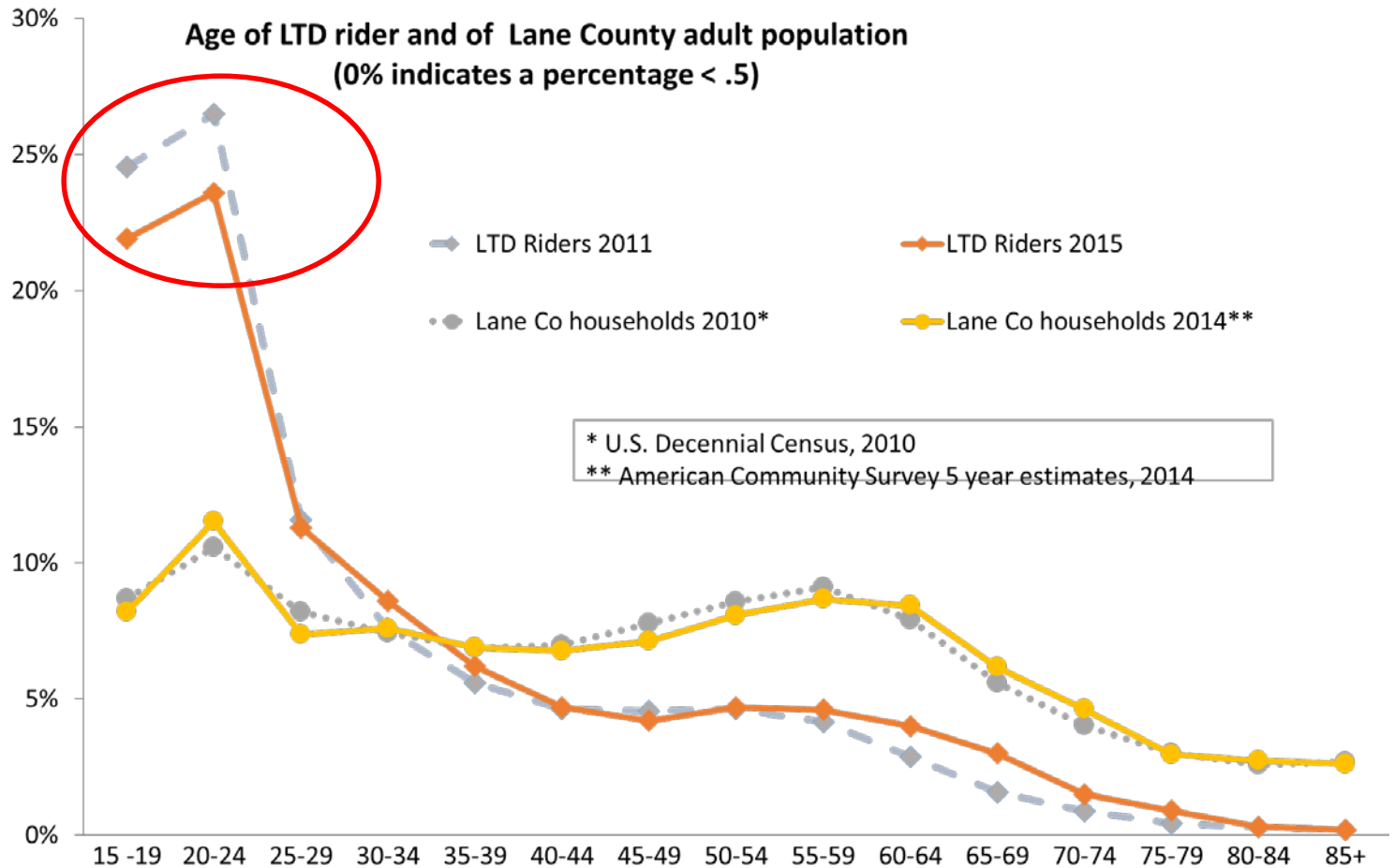
Age

Rider frequency segments - Age



	1-3 days	4-6 days	7 days	2015	2011	2007	2004
Over 60	10%	8%	9%	10%	6%	4%	4%
31 to 60	30%	33%	34%	32%	30%	33%	33%
20 to 30	37%	39%	35%	36%	34%	38%	34%
Under 20	23%	21%	22%	22%	31%	26%	29%

Age Compared to Lane County Population

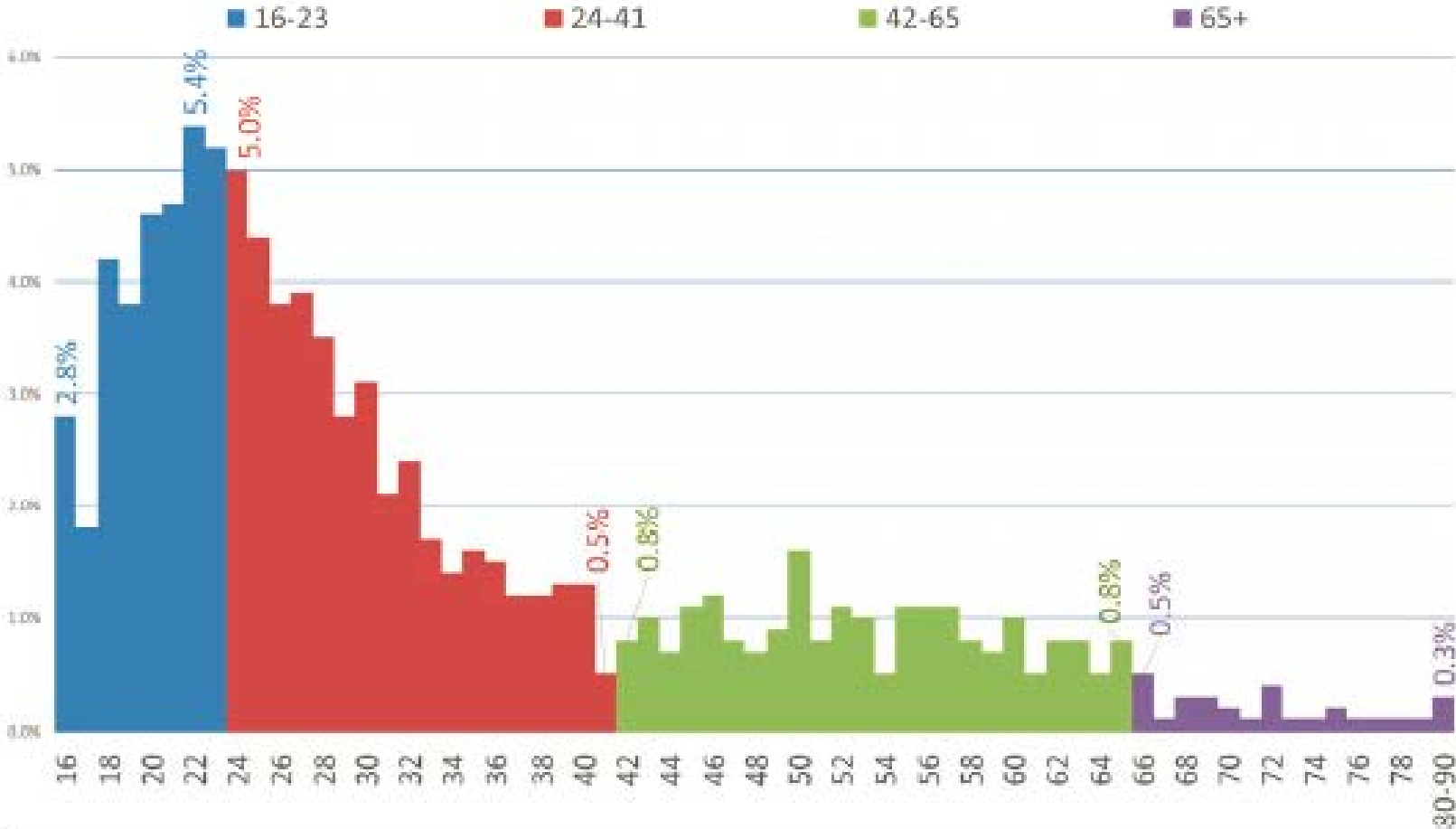


	15 -19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+
LTD Riders 2011	25%	26%	12%	8%	6%	5%	5%	5%	4%	3%	2%	1%	0%	0%	0%
LTD Riders 2015	22%	24%	11%	9%	6%	5%	4%	5%	5%	4%	3%	2%	1%	0%	0%
Lane Co households 2010*	9%	11%	8%	7%	7%	7%	8%	9%	9%	8%	6%	4%	3%	3%	3%
Lane Co households 2014**	8%	12%	7%	8%	7%	7%	7%	8%	9%	8%	6%	5%	3%	3%	3%

Ann Arbor, Michigan

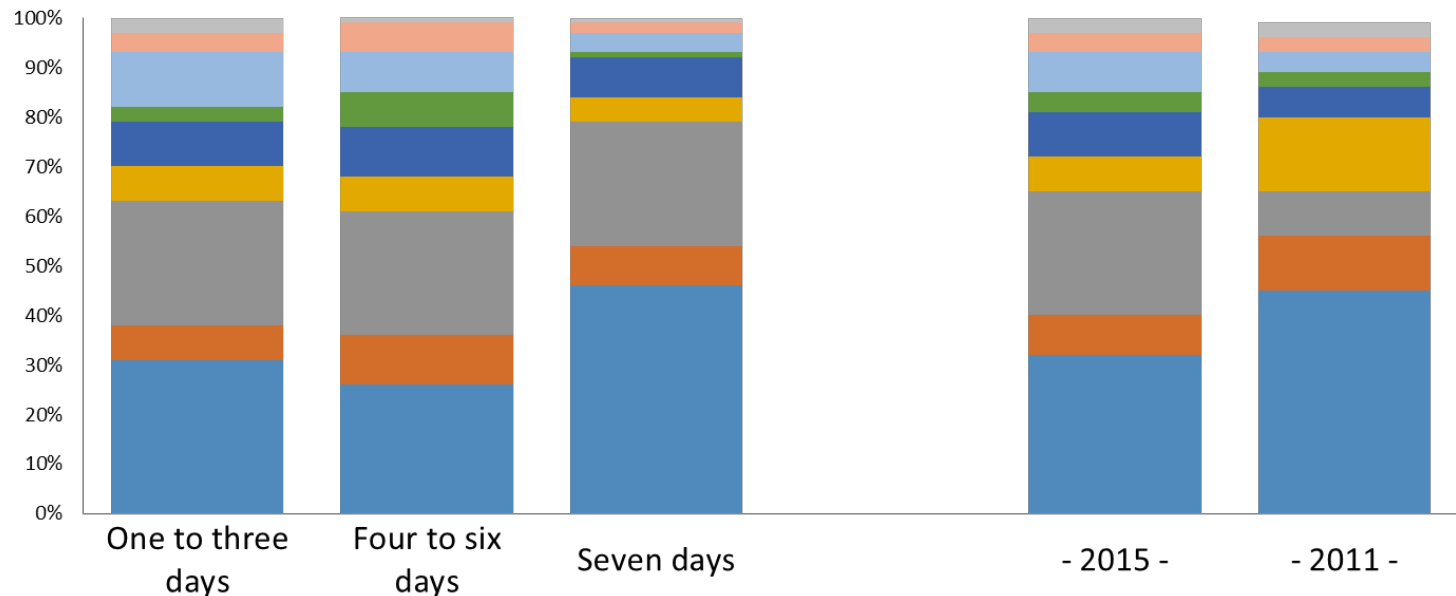
Figure 31 Four life stages of transit ridership

Four Distinct Age Stages of Ridership



Income

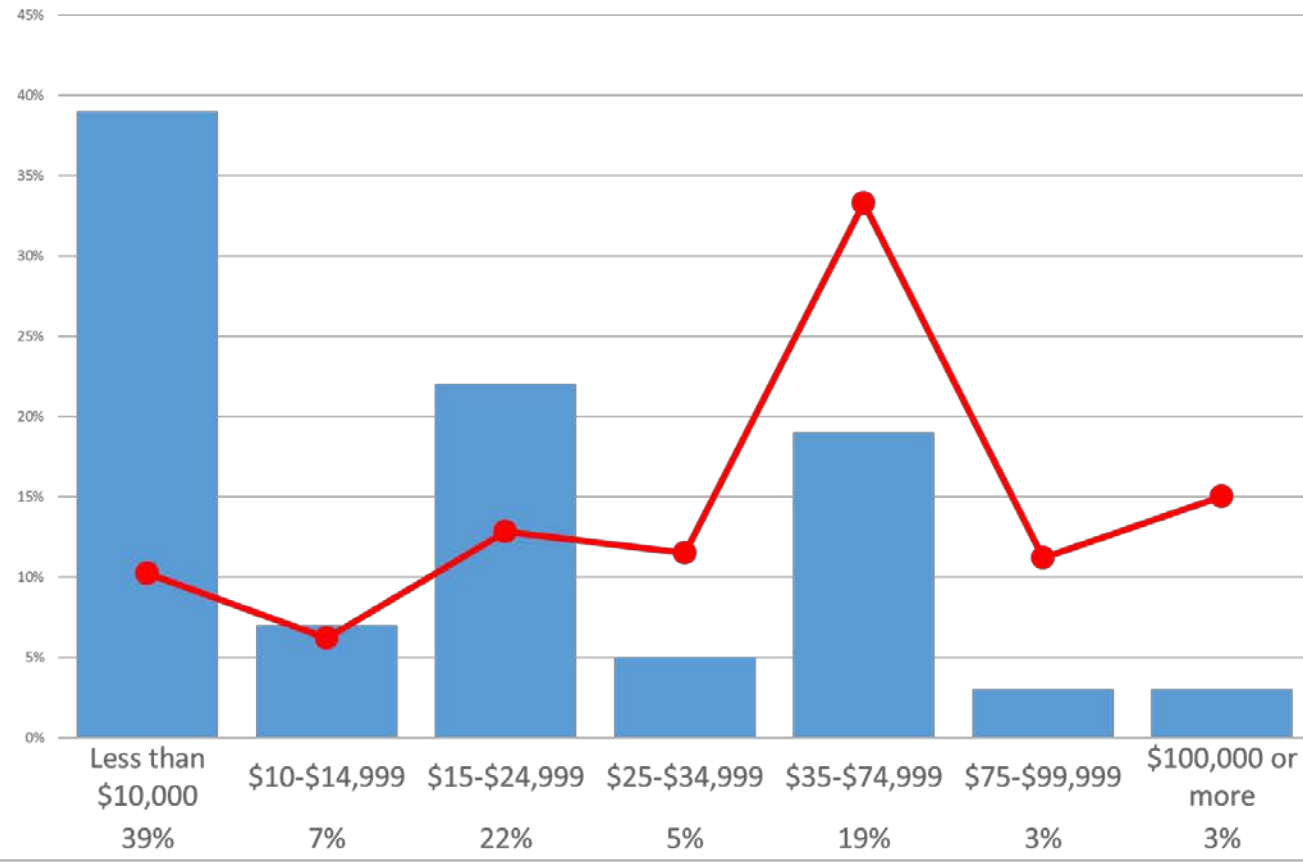
Income and frequency of using LTD



	One to three days	Four to six days	Seven days	- 2015 -	- 2011 -
■ \$100,000 or more	3%	3%	1%	3%	3%
■ \$75,000 to \$99,999	4%	6%	2%	4%	3%
■ \$55,000 to \$74,999	11%	8%	4%	8%	4%
■ \$45,000 to \$54,000	3%	7%	1%	4%	3%
■ \$35,000 to \$44,999	9%	10%	8%	9%	6%
■ \$25,000 to \$34,000	7%	7%	5%	7%	15%
■ \$15,000 to \$24,999	25%	25%	25%	25%	9%
■ \$10,000 to \$14,999	7%	10%	8%	8%	11%
■ Less than \$10,000	31%	26%	46%	32%	45%

Income Compared to Lane County Population

Current household incomes of all LTD riders, compared to ACS estimate of household income distribution for Lane County, based on ACS combined data, 2009-2014. Read percentages left to right.



■ All LTD Riders

● Lane County households (ACS, 5 Year estimate, 2014*)

Income

Students, Non-Students & Lane County

Income of LTD student and non-student riders and of Lane County households



■ Student riders 20 and older

■ Non-student riders, 20 or older

● Lane County households (ACS 2014 5 Year est*)

46%

6%

19%

5%

12%

4%

7%

37%

9%

24%

6%

13%

6%

6%

10%

6%

13%

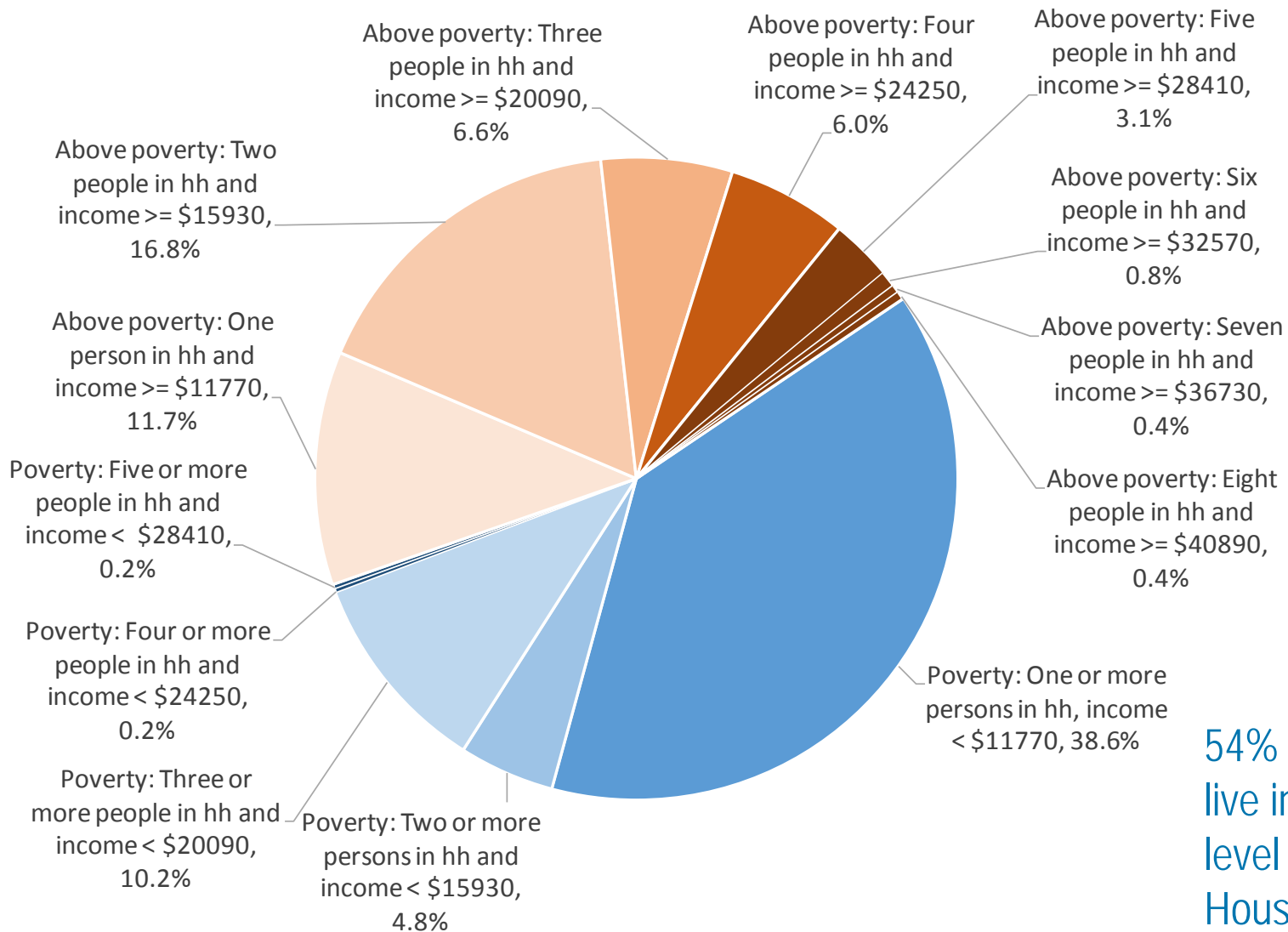
12%

33%

11%

15%

Poverty Level Based on HH Income & Size

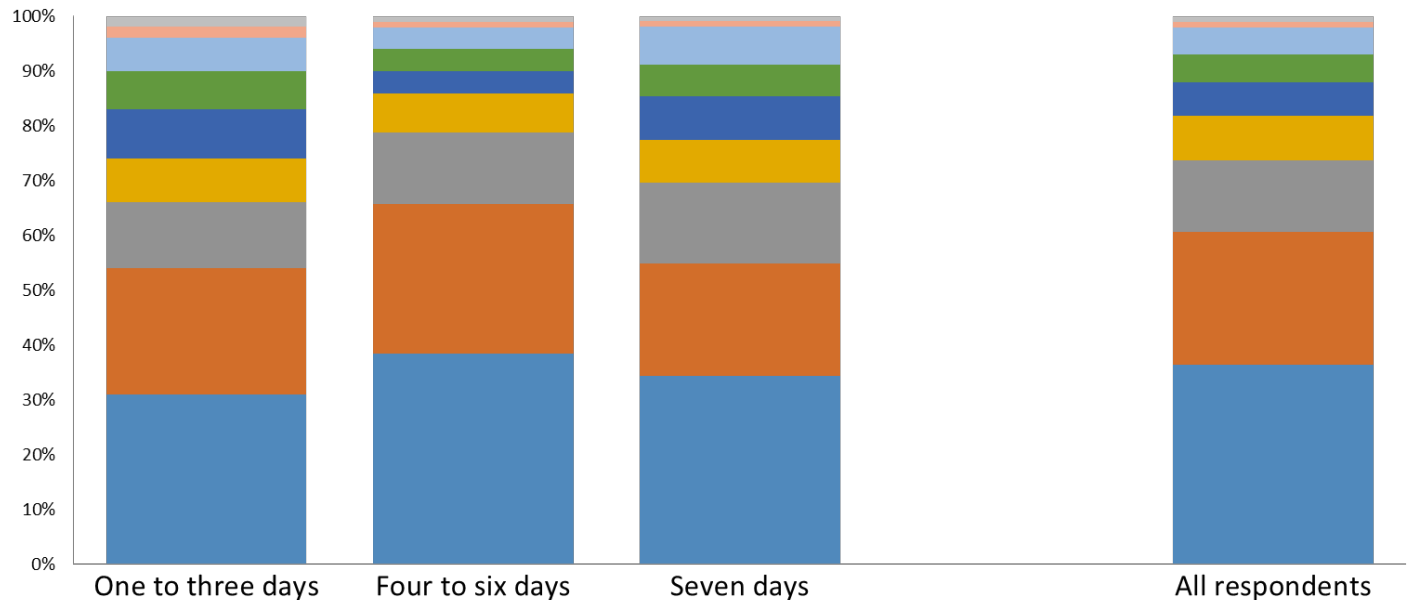


54% of riders
live in poverty
level
Households

Employment Status

Employment status and frequency of using LTD

81% of riders are employed, students or both



Employed at home	2%	1%	1%	1%
Homemaker	2%	1%	1%	1%
Disabled	6%	4%	7%	5%
Retired	7%	4%	6%	5%
Unemployed	9%	4%	8%	6%
Middle or HS or Other student	8%	7%	8%	8%
Student and employed	12%	13%	15%	13%
College student	23%	27%	21%	24%
Work outside home	31%	38%	35%	36%

Student Status

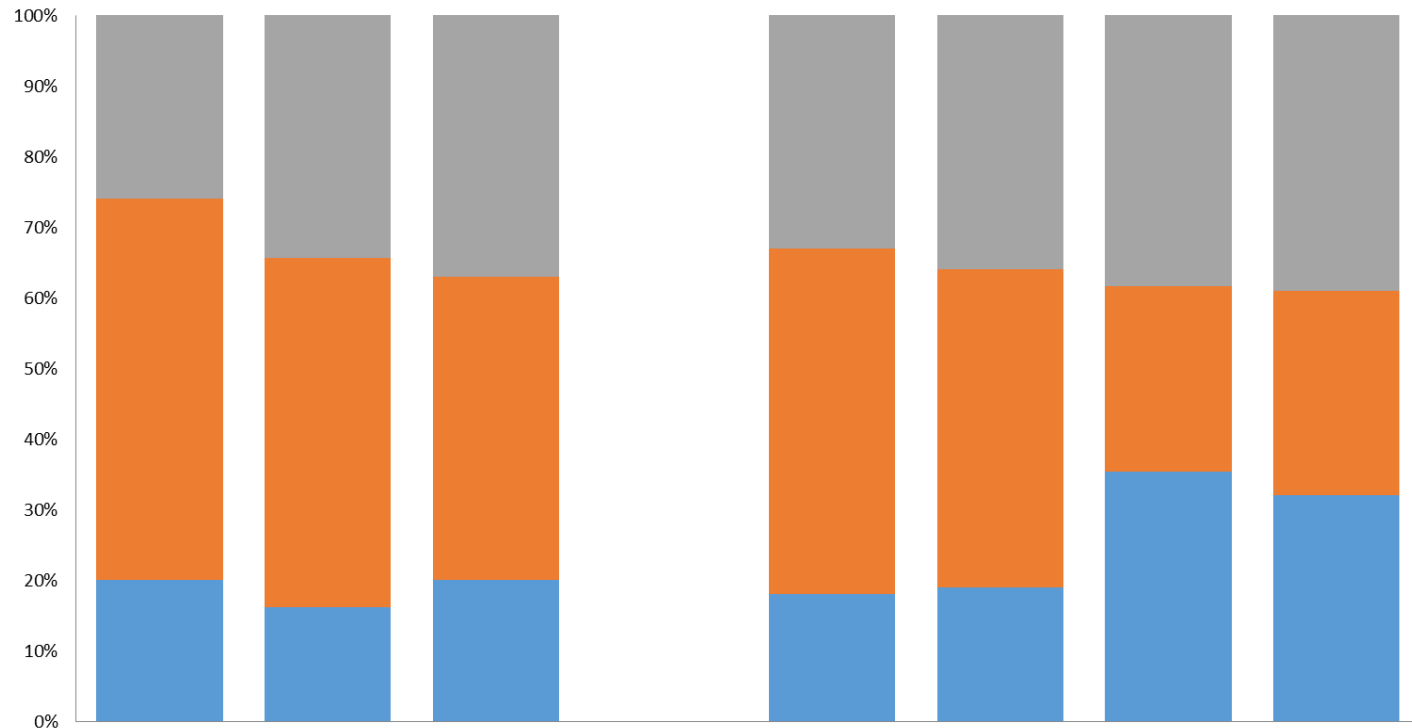
Students & non-students - 2015



Students by School

Among 43% of all riders who are students...

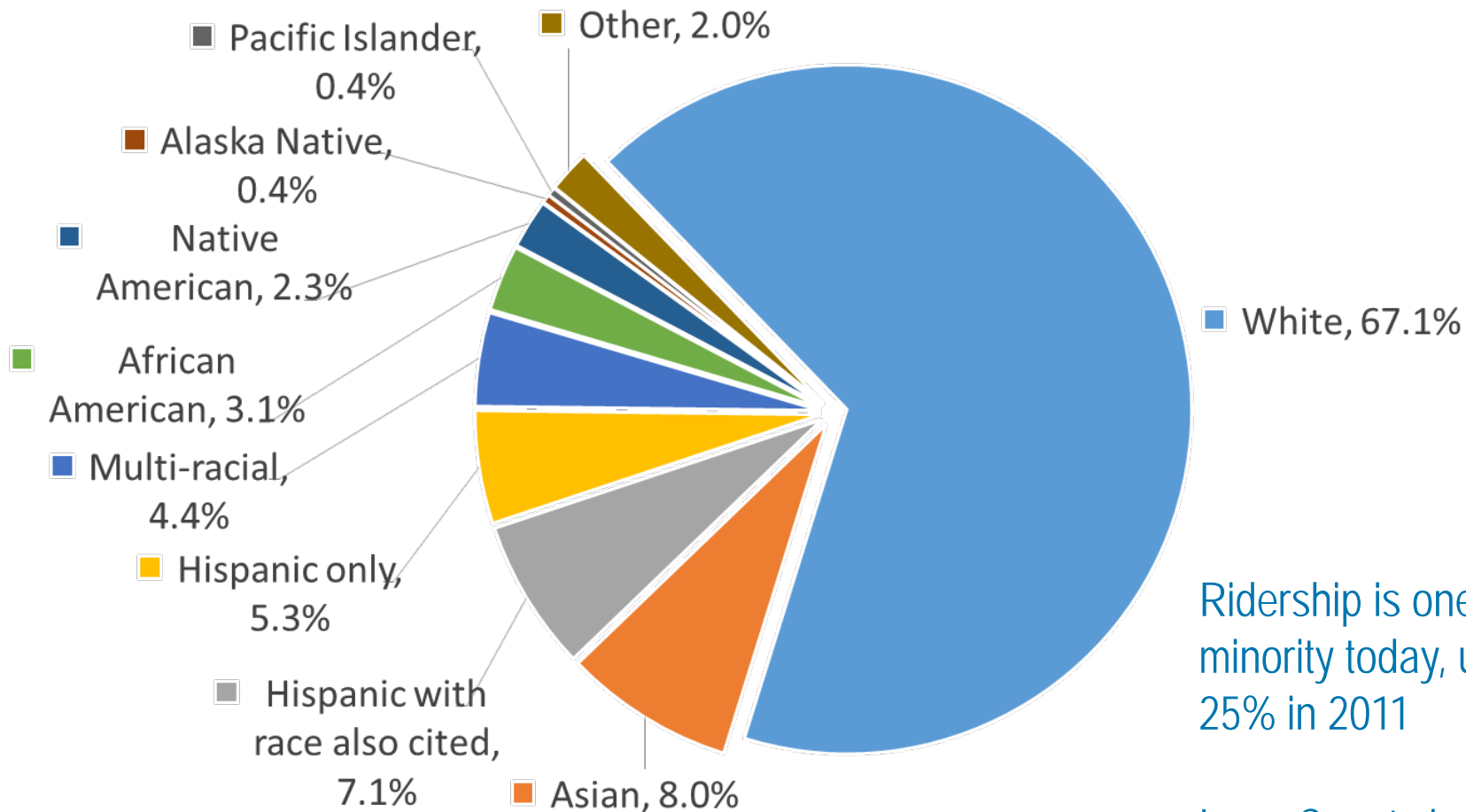
What schools do student riders attend?



■ Attends Lane Community College	26%	34%	37%	33%	36%	38%	39%
■ Attends University of Oregon	54%	49%	43%	49%	45%	26%	29%
■ Attends middle or high school	20%	16%	20%	18%	19%	35%	32%

Ethnicity

Ethnicity of LTD riders



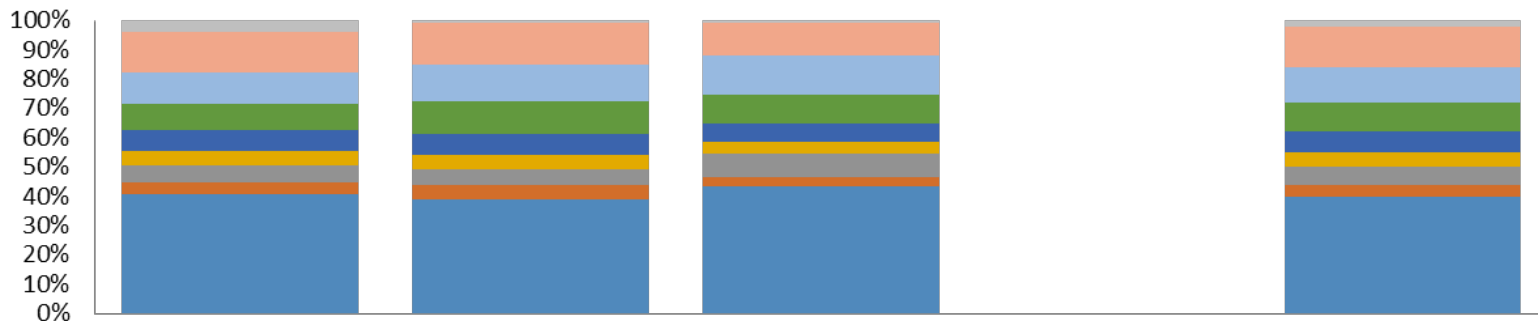
Ridership is one third minority today, up from 25% in 2011

Lane County is 15% minority

Travel Profile

Duration of Ridership

Year started using LTD, by rider Frequency Segments

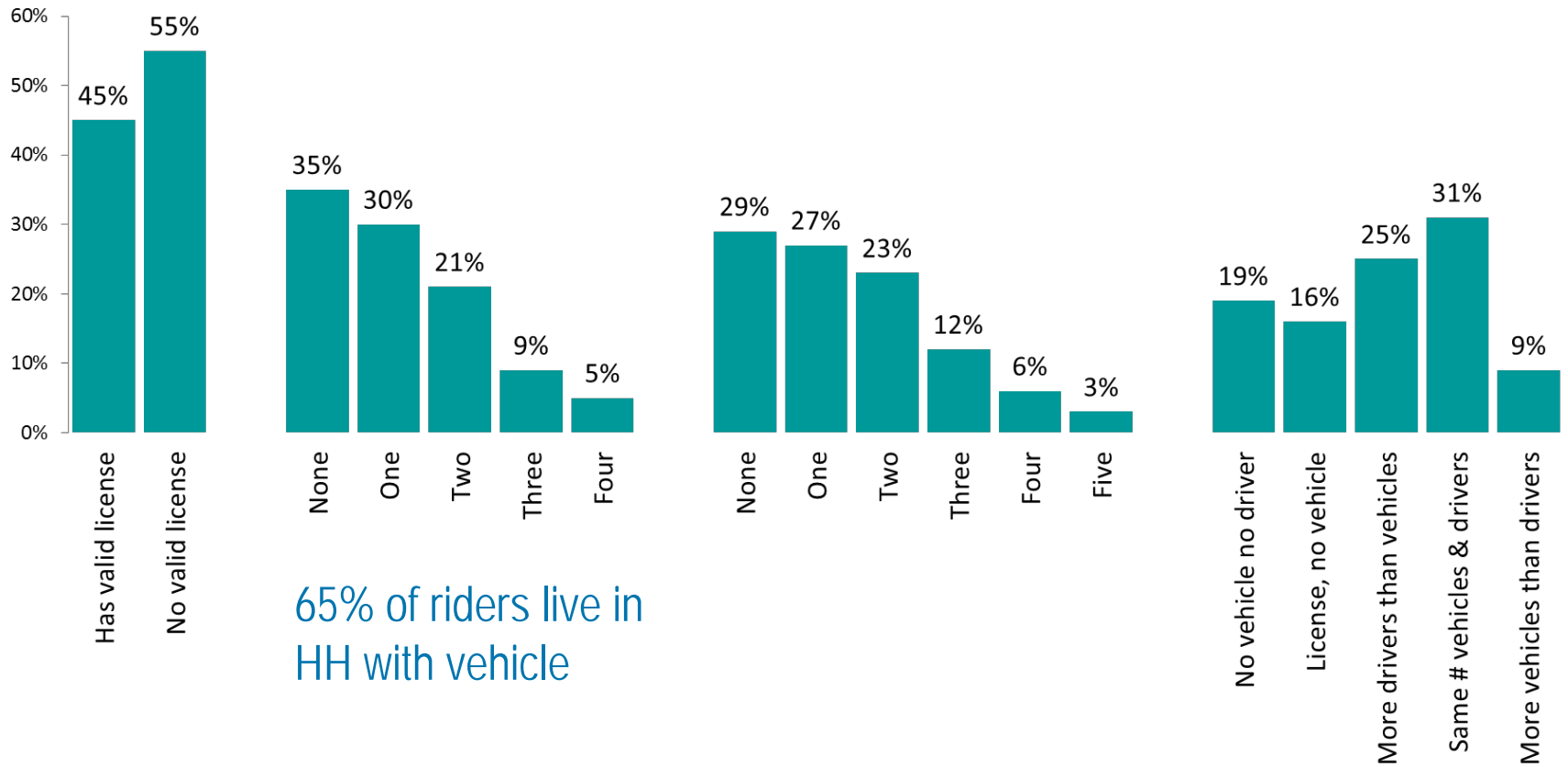


	1-3 days	4-6 days	7 days	All LTD Riders 2015
First time riding	4%	1%	1%	2%
Less than one year	14%	14%	11%	14%
1 year	11%	12%	13%	12%
2 years	9%	11%	10%	10%
3 years	7%	7%	6%	7%
4 years	5%	5%	4%	5%
5 years	6%	5%	8%	6%
6 years	4%	5%	3%	4%
7+ years	41%	38%	43%	40%

28% of riders have been riding LTD less than 2 years

Transportation Options within Household

All LTD riders 2015



65% of riders live in
HH with vehicle

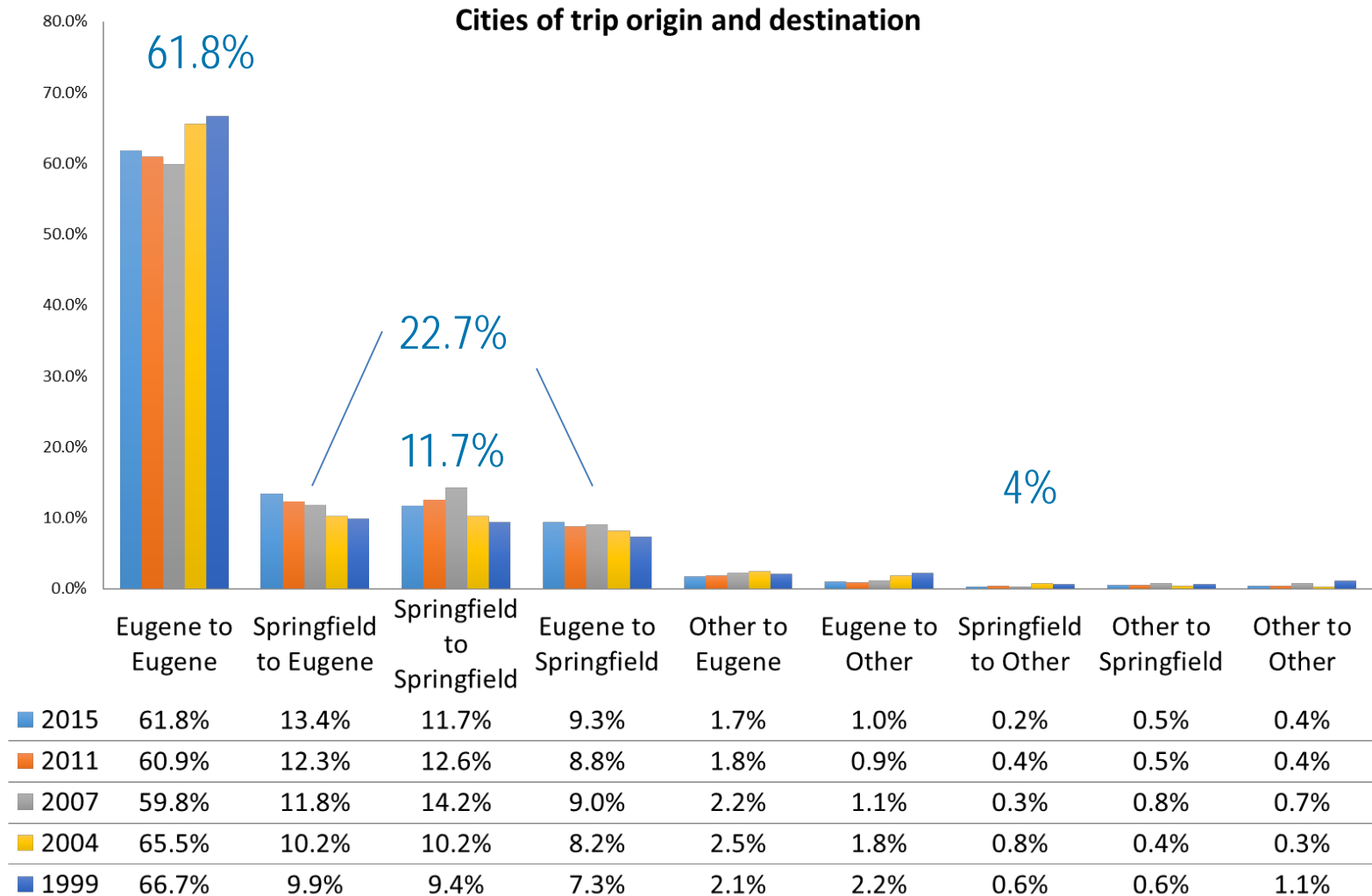
Does respondent
have a diver's
license?

Vehicles in household

Licensed drivers in household

Transport option

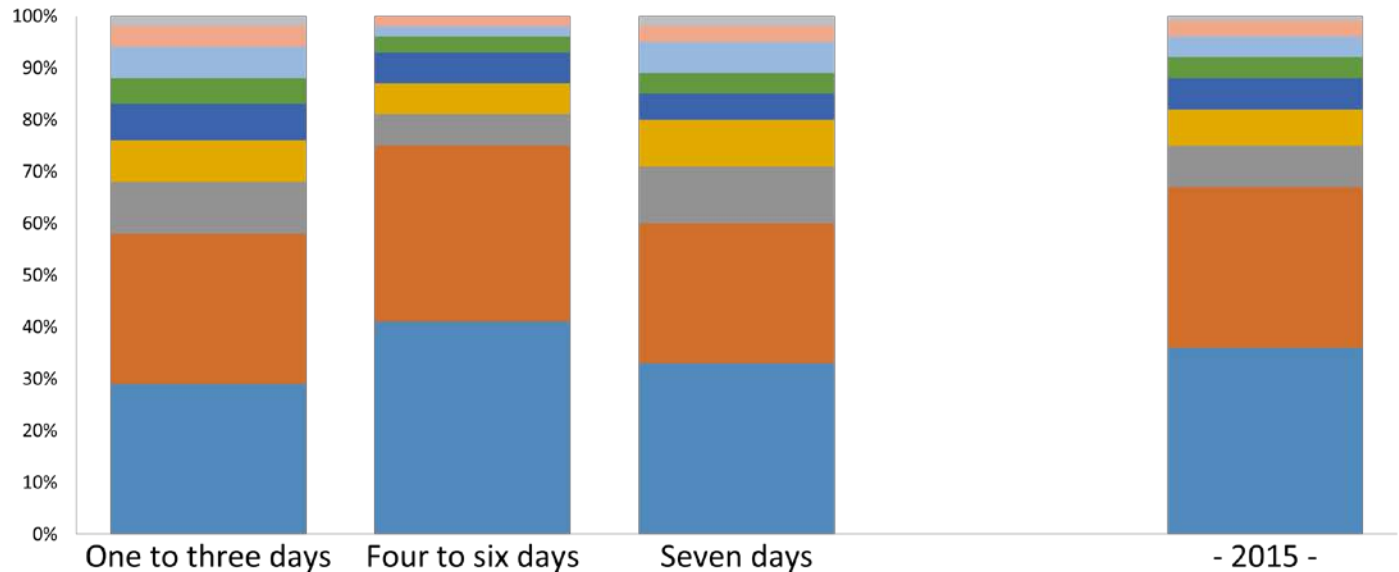
Travel Patterns



Trip Purpose

73% of trips are to or from work or school

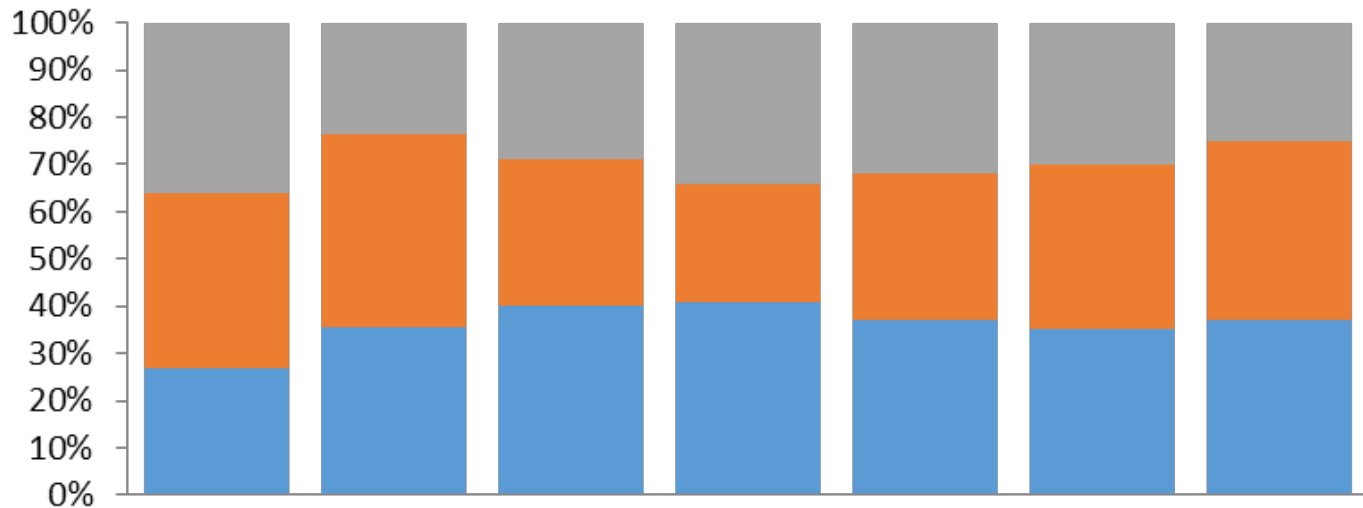
Trip Purpose 2015



	One to three days	Four to six days	Seven days	- 2015 -
■ Social service aptmt	2%	1%	2%	2%
■ Medical/Dental	4%	2%	3%	3%
■ Other	6%	2%	6%	4%
■ Entertainment/recreation	5%	3%	4%	4%
■ Middle/HS	7%	6%	5%	6%
■ Visiting others	8%	6%	9%	7%
■ Store or restaurant	10%	6%	11%	8%
■ College	29%	34%	27%	31%
■ Work	29%	41%	33%	36%

Trip Purpose

Change in Trip Purposes

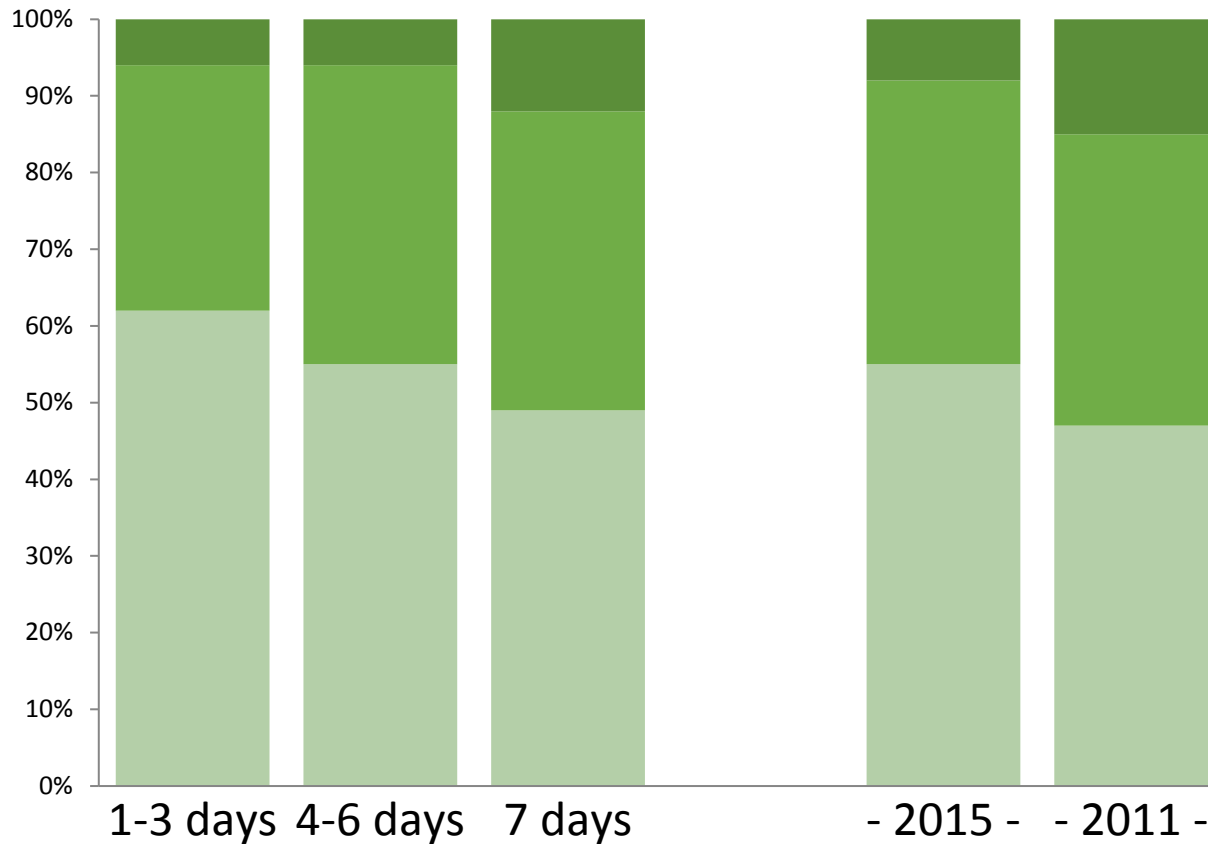


	2015	2011	2007	2004	1999	1994	1990
■ Work	36%	23%	29%	34%	32%	30%	25%
■ School	37%	41%	31%	25%	31%	35%	38%
■ Other	27%	36%	40%	41%	37%	35%	37%

Oregon Unemployment was rising in 2007 and quite high in 2011)

Transferring

Number of buses used for this one-way trip

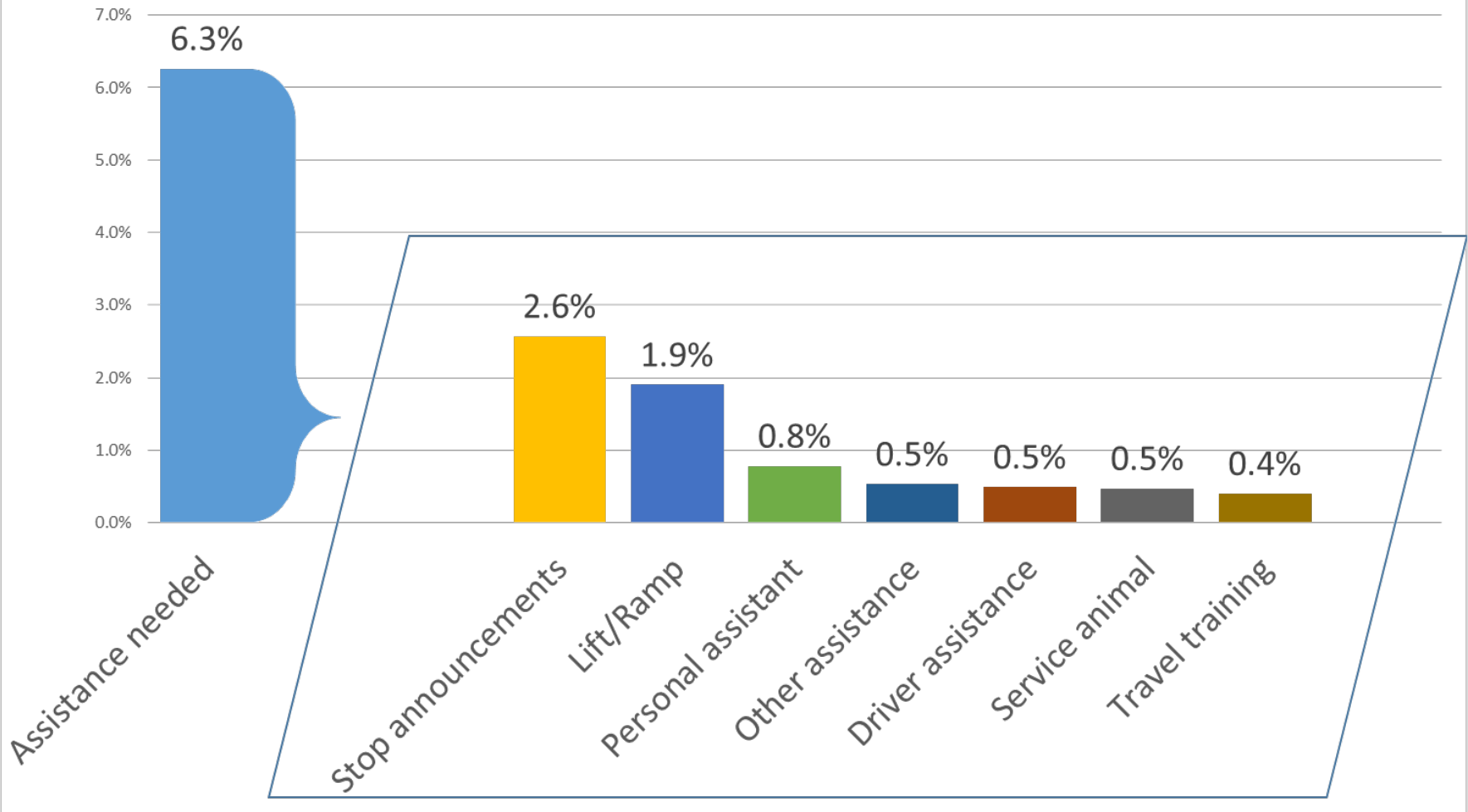


■ Three buses	6%	6%	12%	8%	15%
■ Two buses	32%	39%	39%	37%	38%
■ One bus	62%	55%	49%	55%	47%

More riders are now able to complete their trip on a single bus

Assistance Needed to use LTD

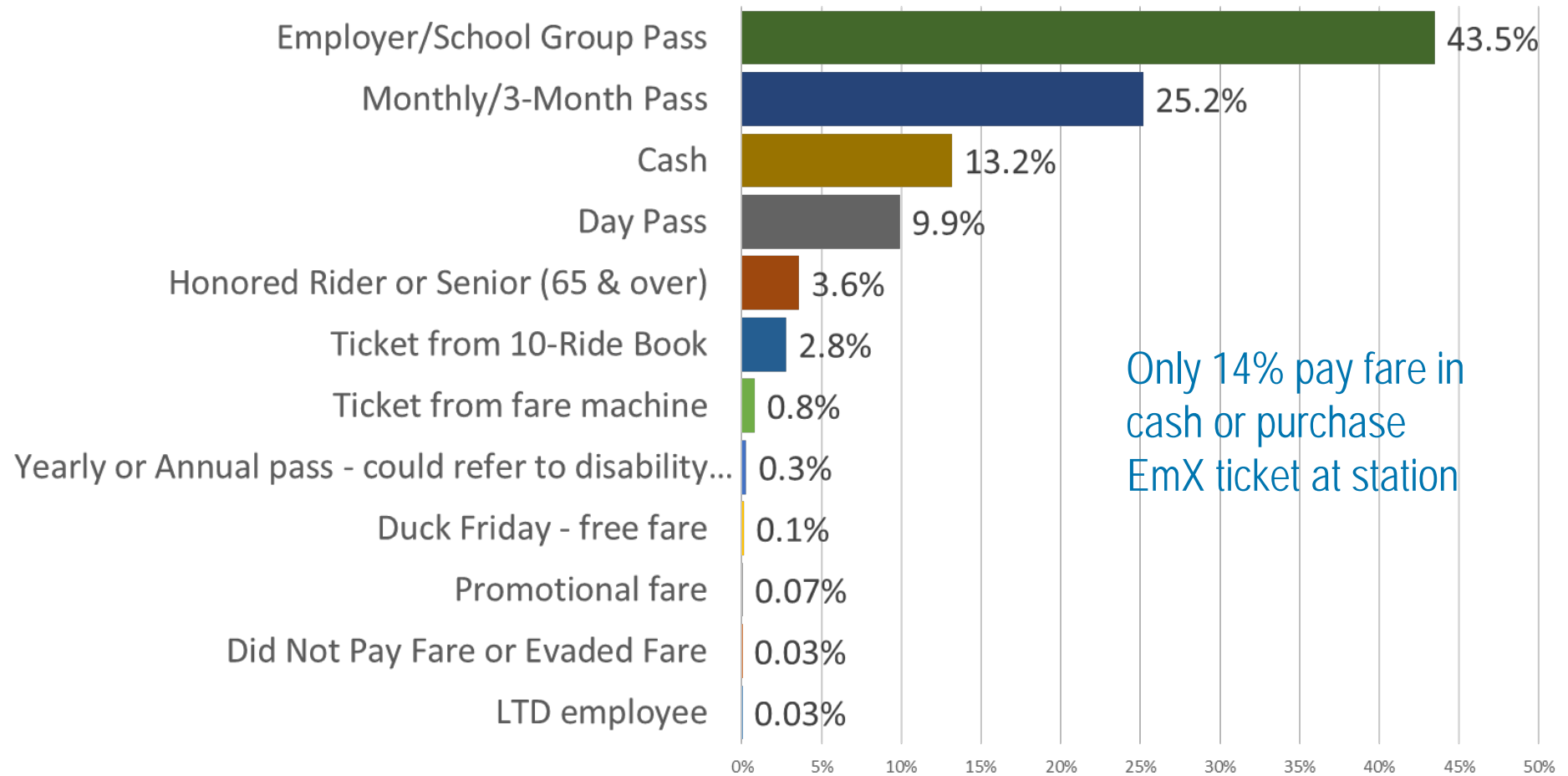
Yes - assistance needed



14% of riders over 60 need assistance

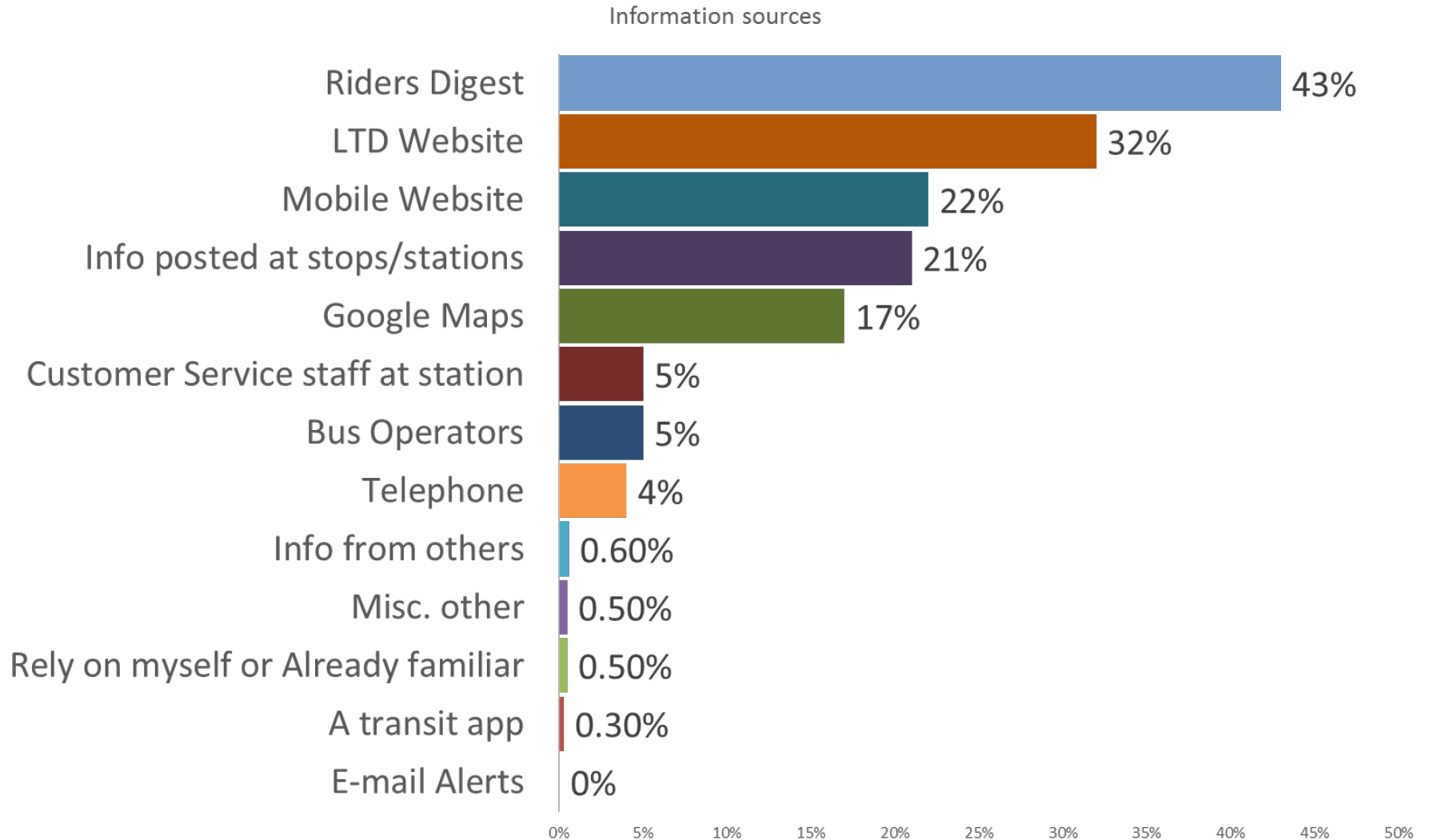
Fare Media

Q11 Detail of fare distribution



Communications

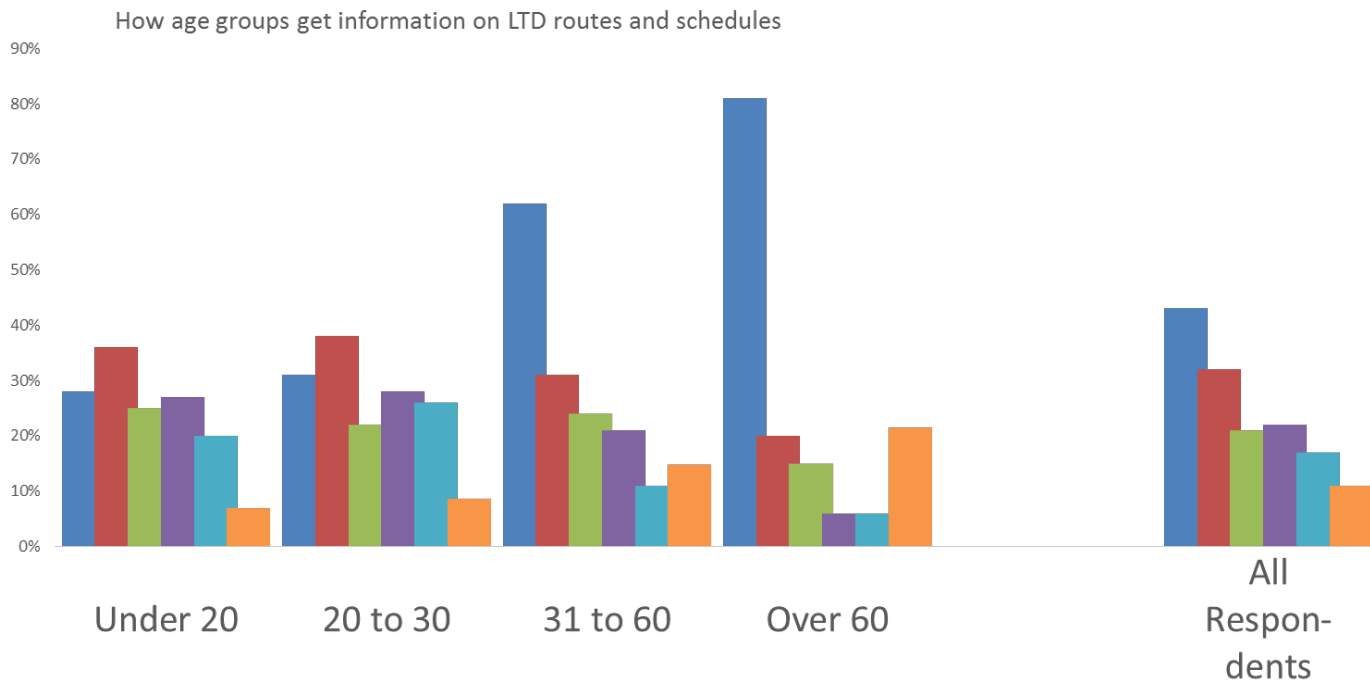
Information Sources Used



Information Sources Used By Age Group

Information sources vary significantly with age.

Younger riders tend to use multiple sources of info.

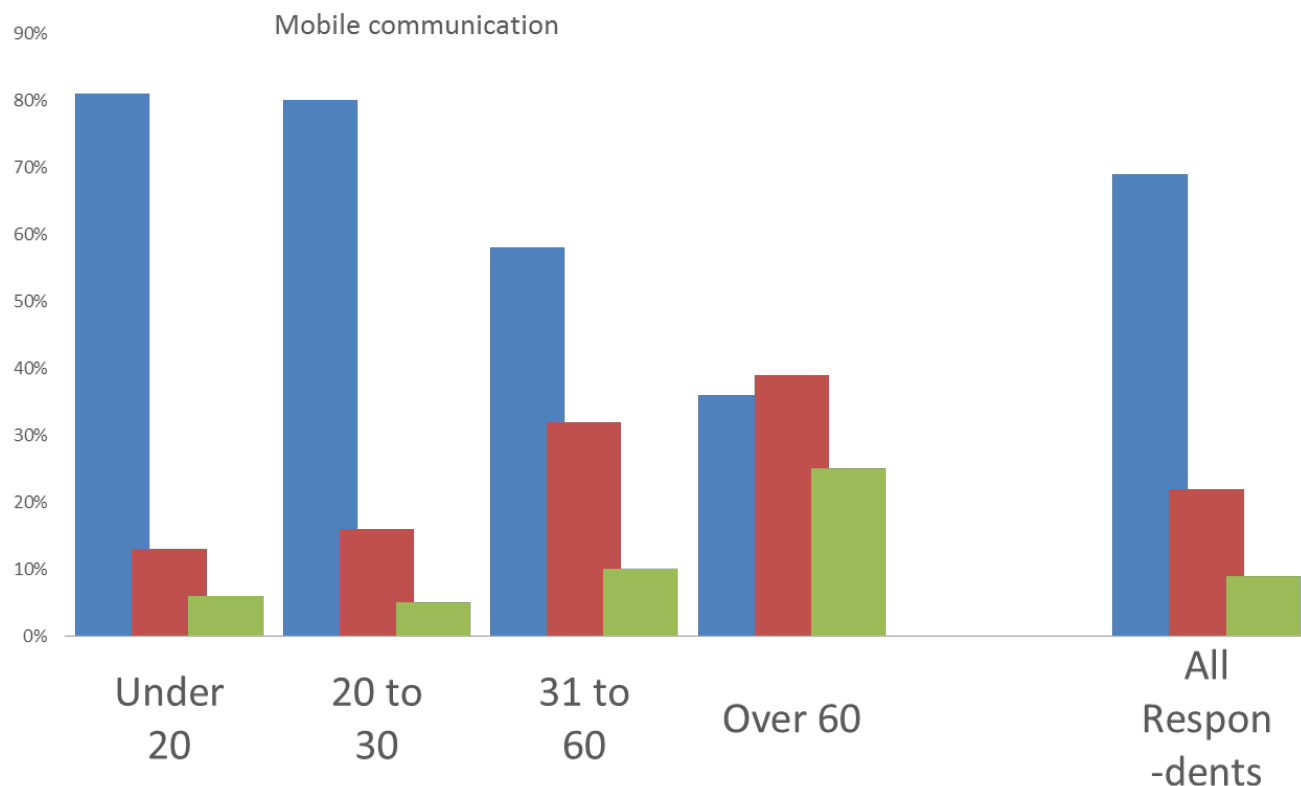


How do you get route and schedule information for LTD?

	Under 20	20 to 30	31 to 60	Over 60	All Respondents
■ Riders Digest	28%	31%	62%	81%	43%
■ LTD Website	36%	38%	31%	20%	32%
■ Info posted at stops/stations	25%	22%	24%	15%	21%
■ Mobile Website	27%	28%	21%	6%	22%
■ Google Maps	20%	26%	11%	6%	17%
■ Riders asks info staff or driver	7%	9%	15%	22%	11%

Mobile Phone Usage By Age Group

Pew Research shows that nationally 65% of population use Smartphones.



■ Smartphone with Internet access

■ Conventional cell phone

■ No mobile phone

81%

80%

58%

36%

69%

13%

16%

32%

39%

22%

6%

5%

10%

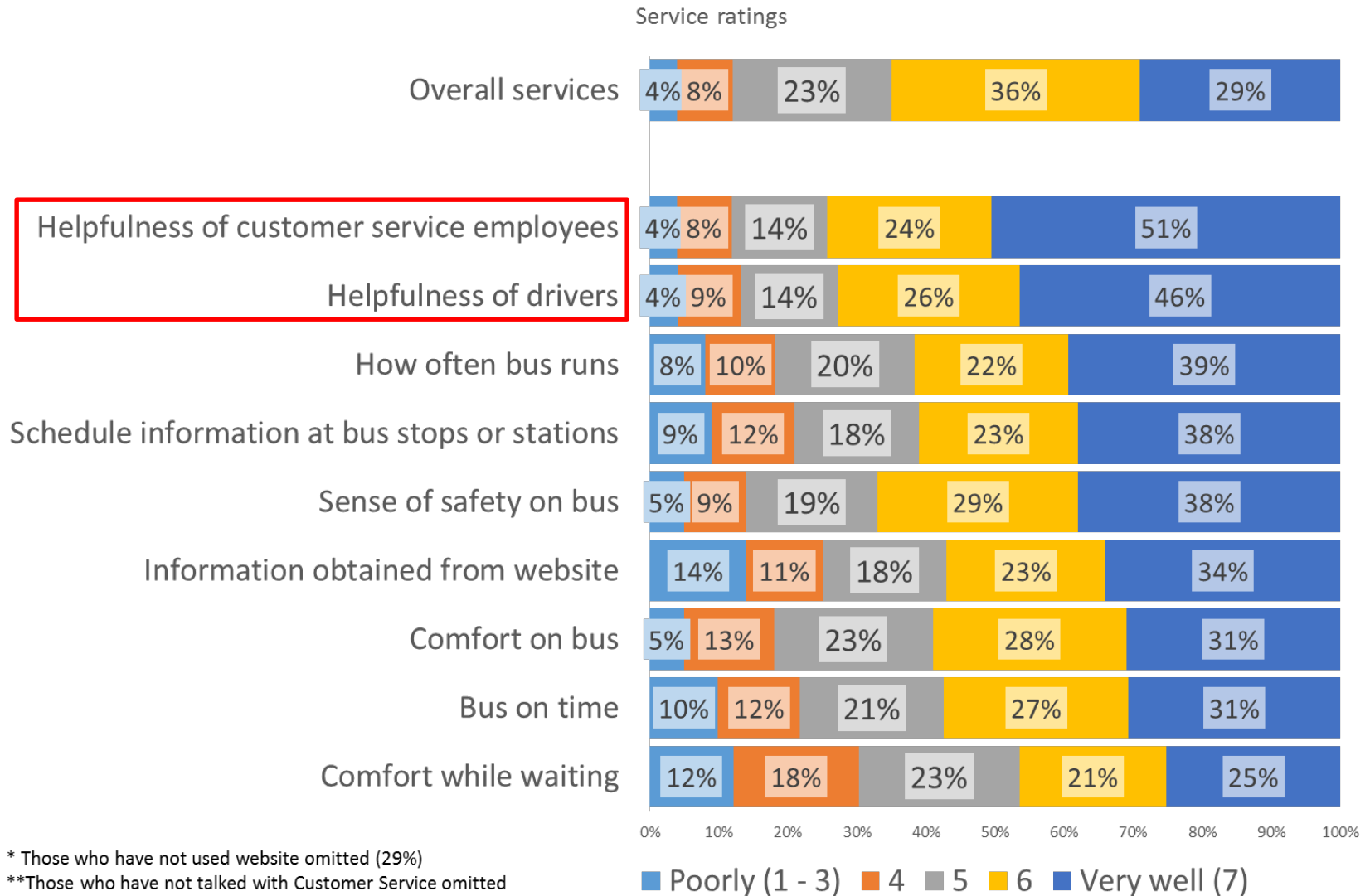
25%

9%

Service Ratings

Service Ratings

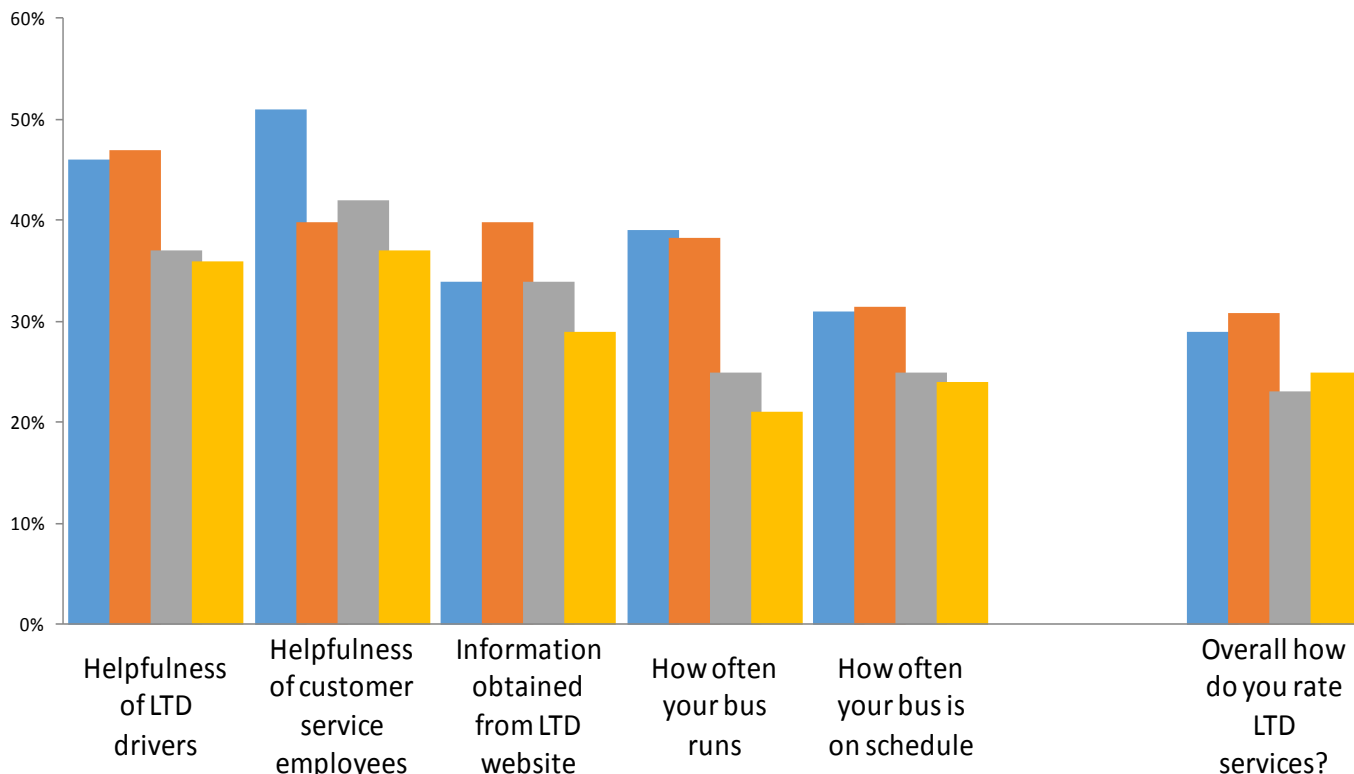
Seven Point Scale



Service Ratings Over Time

Comparison of 2015, 2011, 2007 and 2004 ratings of questions in common

(Note: Only the top score is reported for each year. Wording of top score was changed in 2011 from "Excellent" to "Very well" and the rating scale was changed from 7 points to 5.

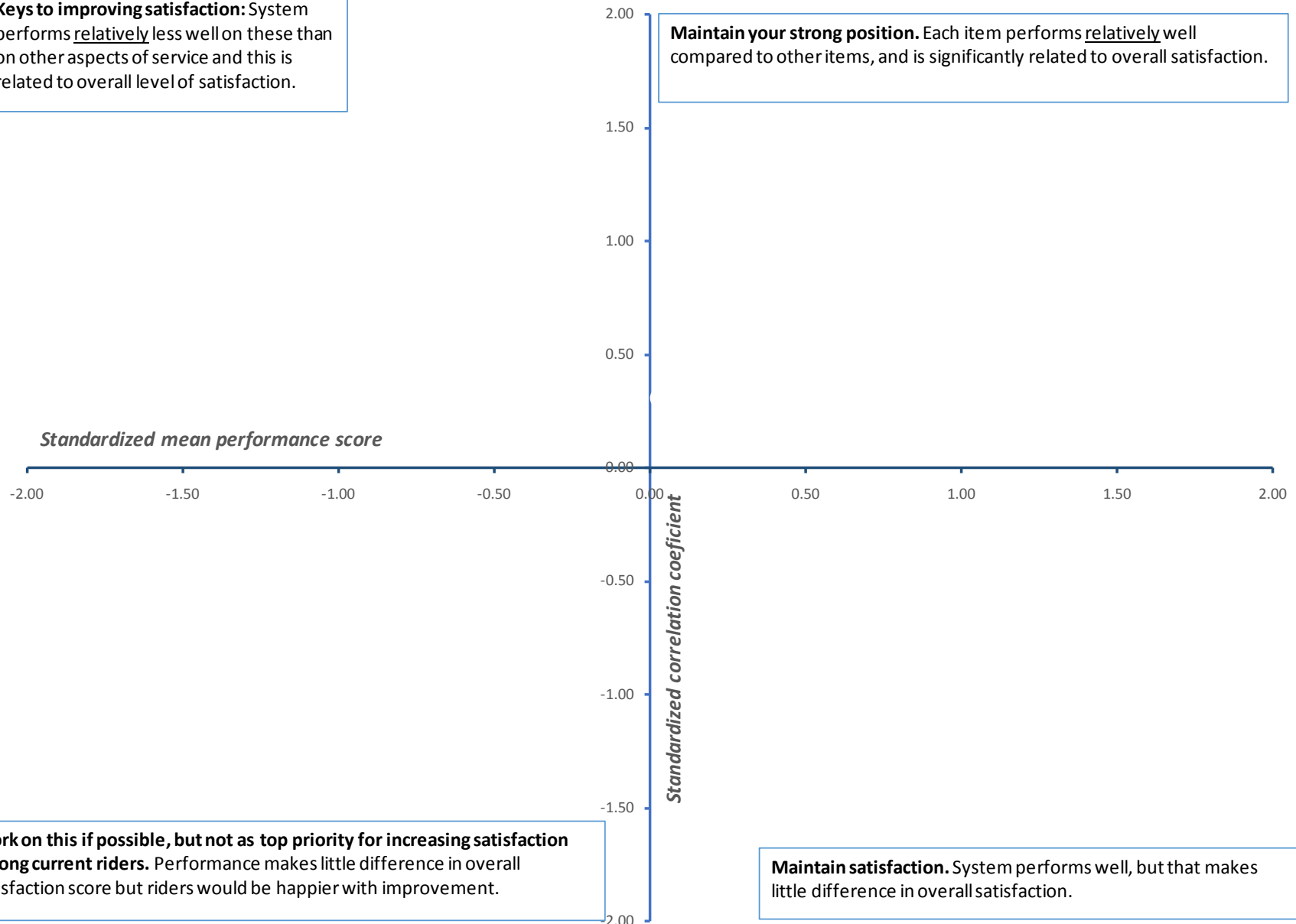


■ "Very well" 2015 (7 pt scale)	46%	51%	34%	39%	31%	29%
■ "Very well" 2011 (5 pt scale)	47%	40%	40%	38%	32%	31%
■ "Excellent" 2007 (7 pt scale)	37%	42%	34%	25%	25%	23%
■ "Excellent" 2004 (7 pt scale)	36%	37%	29%	21%	24%	25%

Correlation of Mean Ratings with Overall Rating

Keys to improving satisfaction: System performs relatively less well on these than on other aspects of service and this is related to overall level of satisfaction.

Maintain your strong position. Each item performs relatively well compared to other items, and is significantly related to overall satisfaction.



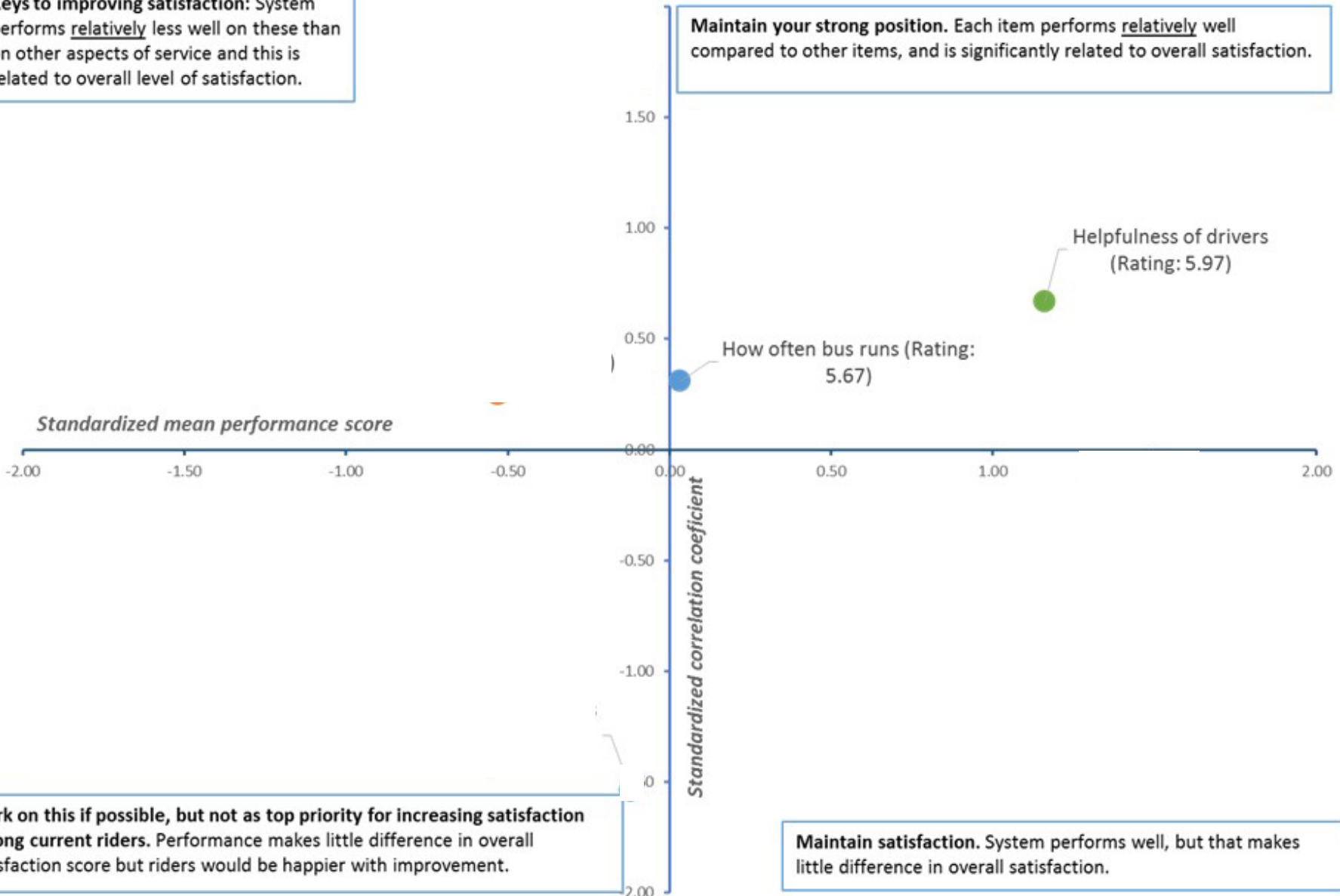
Work on this if possible, but not as top priority for increasing satisfaction among current riders. Performance makes little difference in overall satisfaction score but riders would be happier with improvement.

Maintain satisfaction. System performs well, but that makes little difference in overall satisfaction.

Correlation of Mean Ratings with Overall Rating

Keys to improving satisfaction: System performs relatively less well on these than on other aspects of service and this is related to overall level of satisfaction.

Maintain your strong position. Each item performs relatively well compared to other items, and is significantly related to overall satisfaction.



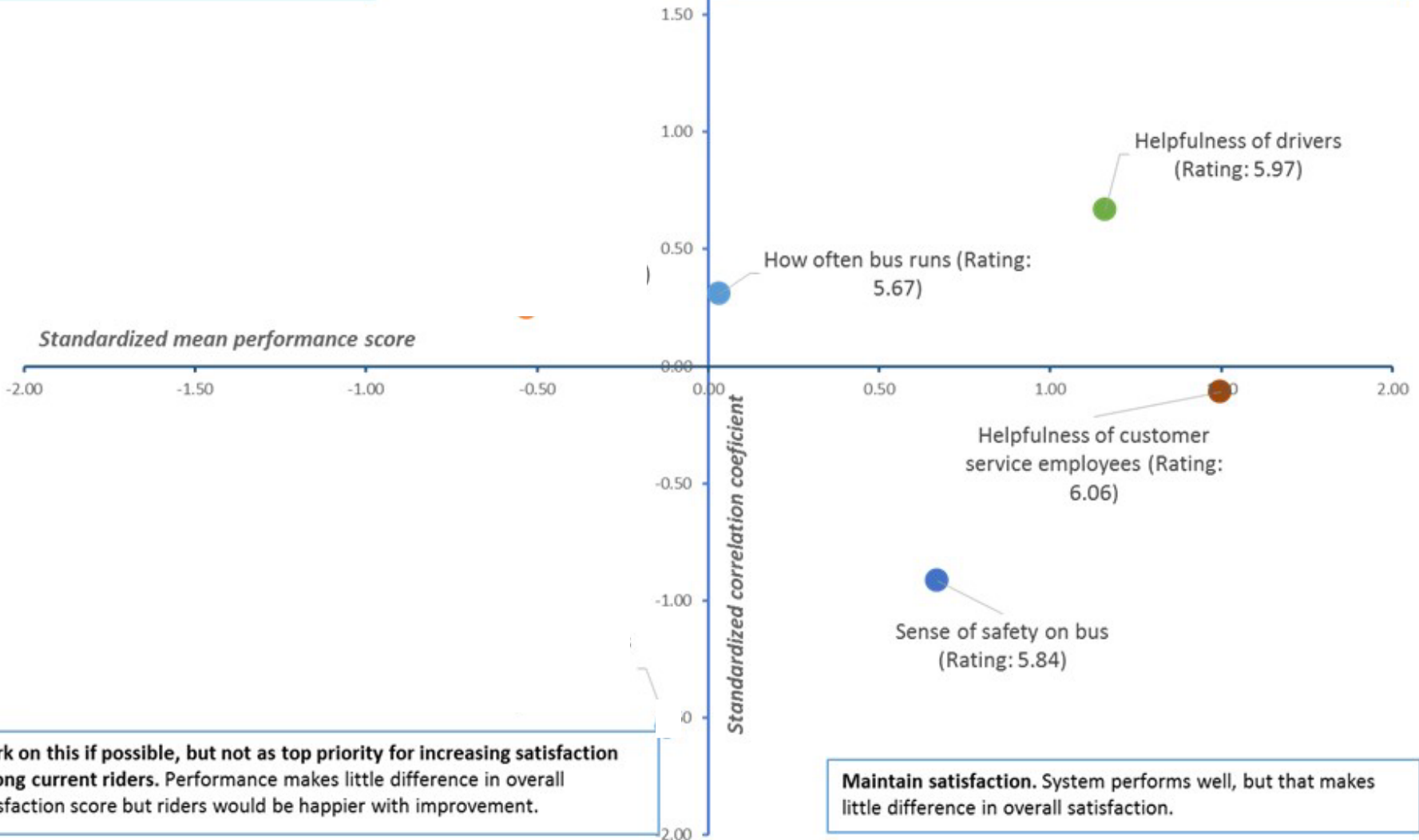
Work on this if possible, but not as top priority for increasing satisfaction among current riders. Performance makes little difference in overall satisfaction score but riders would be happier with improvement.

Maintain satisfaction. System performs well, but that makes little difference in overall satisfaction.

Correlation of Mean Ratings with Overall Rating

Keys to improving satisfaction: System performs relatively less well on these than on other aspects of service and this is related to overall level of satisfaction.

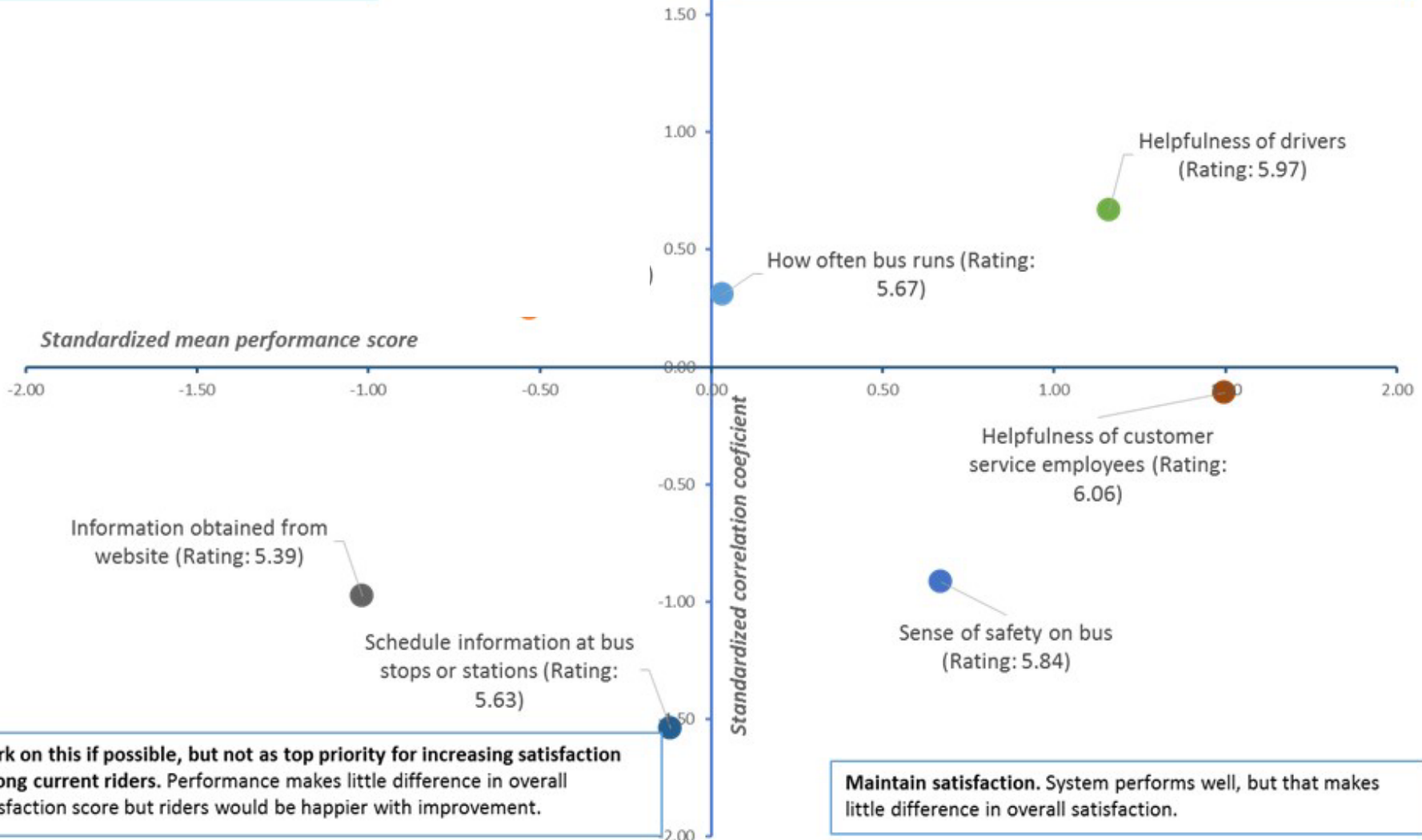
Maintain your strong position. Each item performs relatively well compared to other items, and is significantly related to overall satisfaction.



Correlation of Mean Ratings with Overall Rating

Keys to improving satisfaction: System performs relatively less well on these than on other aspects of service and this is related to overall level of satisfaction.

Maintain your strong position. Each item performs relatively well compared to other items, and is significantly related to overall satisfaction.



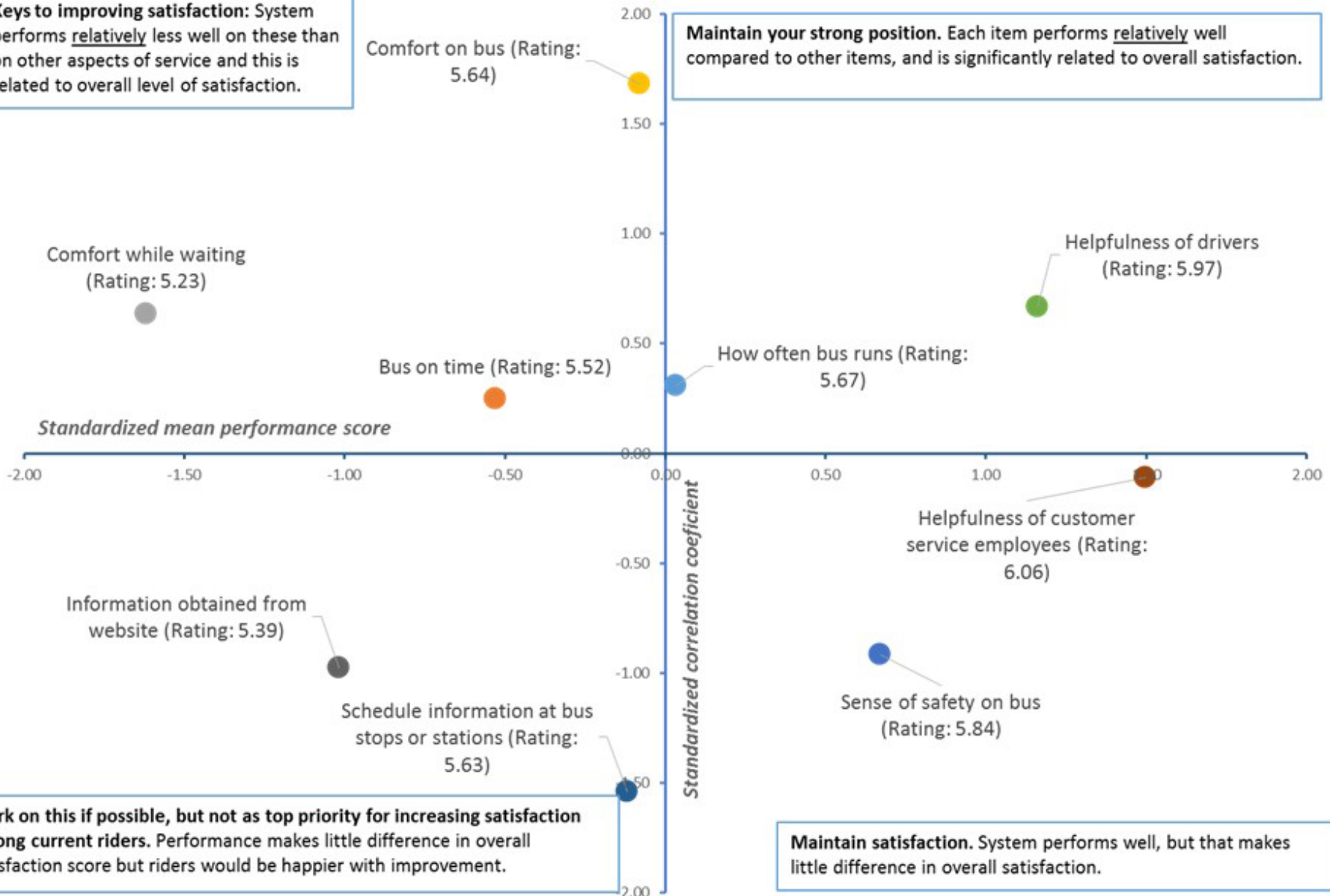
Work on this if possible, but not as top priority for increasing satisfaction among current riders. Performance makes little difference in overall satisfaction score but riders would be happier with improvement.

Maintain satisfaction. System performs well, but that makes little difference in overall satisfaction.

Correlation of Mean Ratings with Overall Rating

Keys to improving satisfaction: System performs relatively less well on these than on other aspects of service and this is related to overall level of satisfaction.

Maintain your strong position. Each item performs relatively well compared to other items, and is significantly related to overall satisfaction.



Work on this if possible, but not as top priority for increasing satisfaction among current riders. Performance makes little difference in overall satisfaction score but riders would be happier with improvement.

Maintain satisfaction. System performs well, but that makes little difference in overall satisfaction.

EmX Riders

EmX Riders

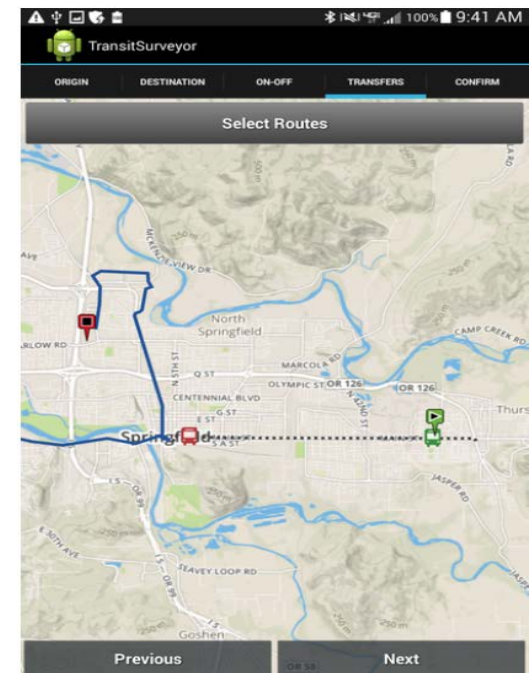
Compared to Riders on Other Routes

- EmX riders are generally quite similar to riders on other routes.
- Minor differences include:
 - More likely to drive to stop (6% vs 1%)
 - More like to be commuting to work (39% vs 33%)
 - More likely to use only one bus (67% vs 57%)
 - More likely to pay with an employer or school group pass (50% vs 36%)

Tablet Pilot Survey

Pilot Tablet Survey

- Objective: Improve Quality of Origin/Destination information used for transportation modeling
- Customized program to capture more accurate O/D data
- Abbreviated survey conducted using tablet computers
- 266 interviews conducted
- 77 hours of on-bus surveying



Tablet Pilot Survey

- Effectiveness in collecting complete, geocodable origin-destination information:
 - 91% vs 70%
- Potential bias:
 - Lower representation of lowest income group, youngest age group and riders who speak English less than very well
- Skill level required by surveyors to use tablet programming.
 - High skill level required, longer learning curve.
- Cost per geocodable interview relative to paper surveys.
 - Approximately 75% higher cost per geocodable interview
 - Reduced staff time for data cleaning and geocoding

Recommended Use of Tablets

- Continue periodic paper survey but without detailed origin/destination
- Utilize a small team of tablet surveyors over a longer period of time to collect O/D data and basic demographics only.
- Use findings of paper survey and on/off counts to weight tablet data and eliminate bias.

Key Findings & Changes

Rider Profile

- Younger and lower income than population
- 43% of riders are students; only 19% are neither employed nor student
- 65% of riders have some level of transportation option within household
- Increased ethnic diversity
 - 1/3 of riders are minority
 - 12% are Hispanic
- EmX riders are very similar to other route riders

Travel Profile

- More riders are traveling to work, less to school and for other purposes
- Increase in number of riders making 4+ one-way trips per day
- More riders can complete their trip on a single bus – 55% today compared to 47% in 2011
- Only 14% pay fare with cash or EmX ticket; 43% are part of a employer/school fare program

Communications

- Riders Digest (43%) and LTD Website (32%) are the most use information sources
- Many riders use multiple information sources
 - 20-30% of users of all other information sources also use Riders Digest and LTD Website
- 69% of riders have a Smartphone

Service Ratings

- Overall service rating of 5.8 on a 7 point scale
- Customer service staff and drivers are highest rated aspects of service
- Comfort while waiting for bus is lowest rated aspect of service

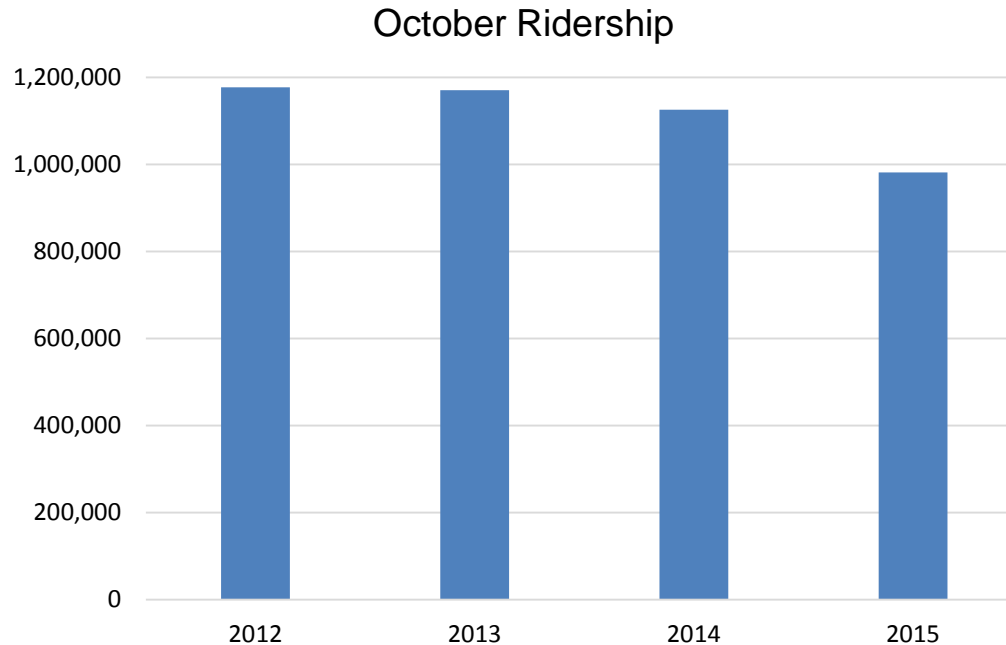
Questions

2016 Annual Route Review



LTD.org

Ridership Trends

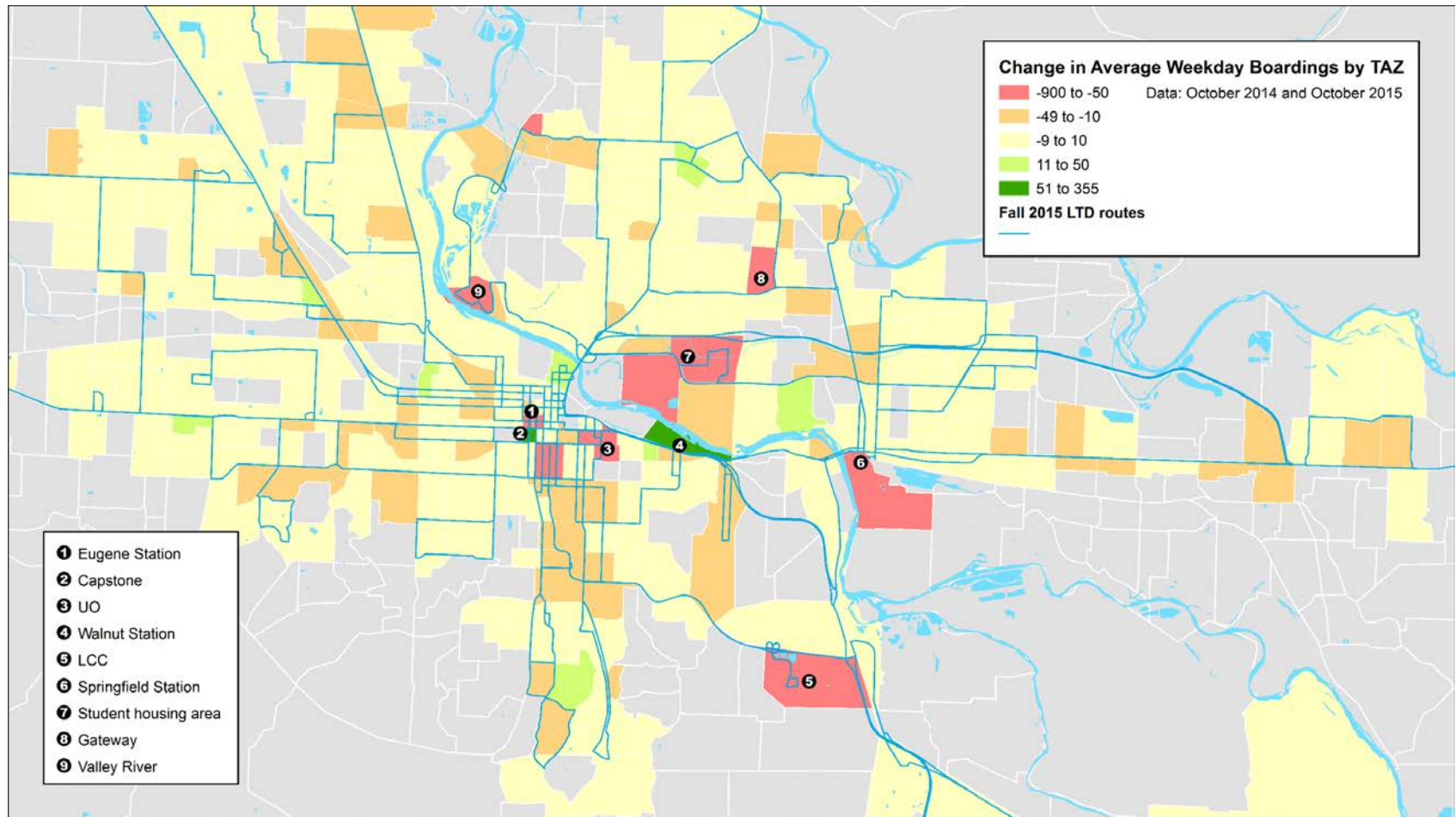


The downward trend is most pronounced on routes that serve LCC and UO

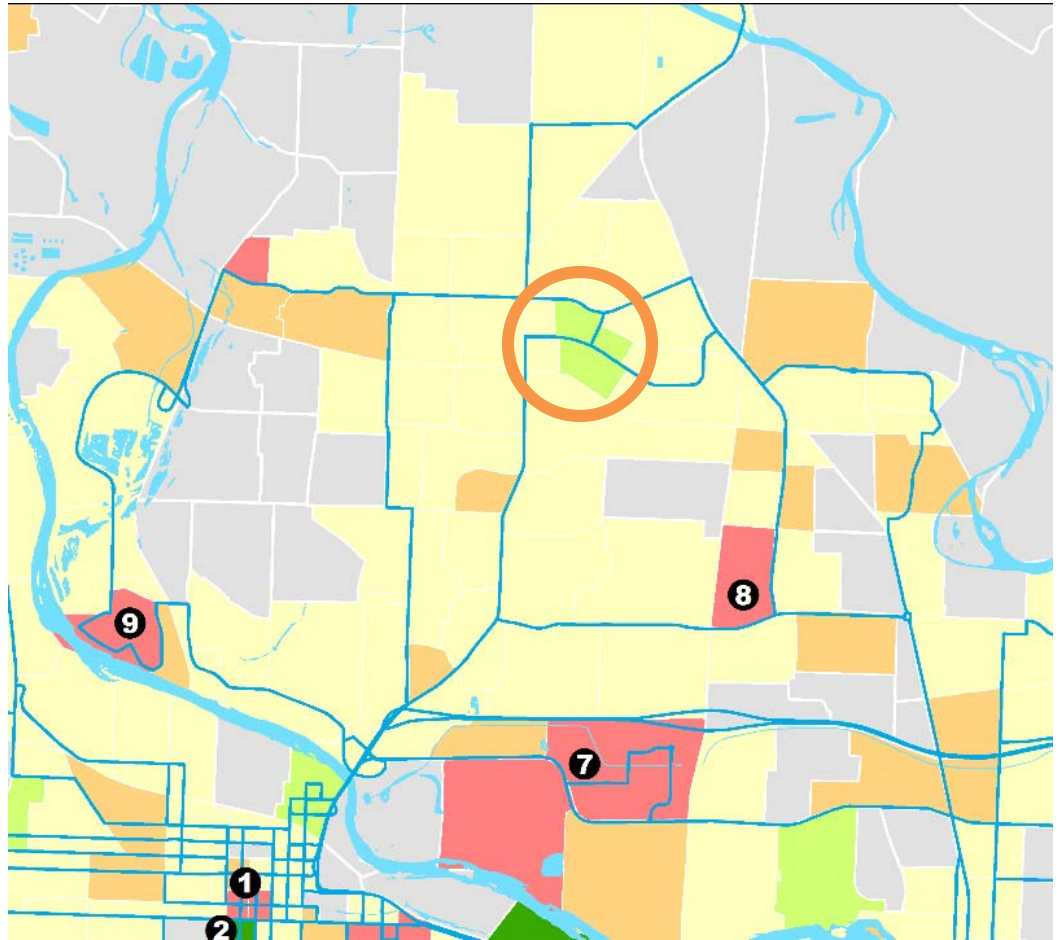
Example: 79X and 85 both down ~27%



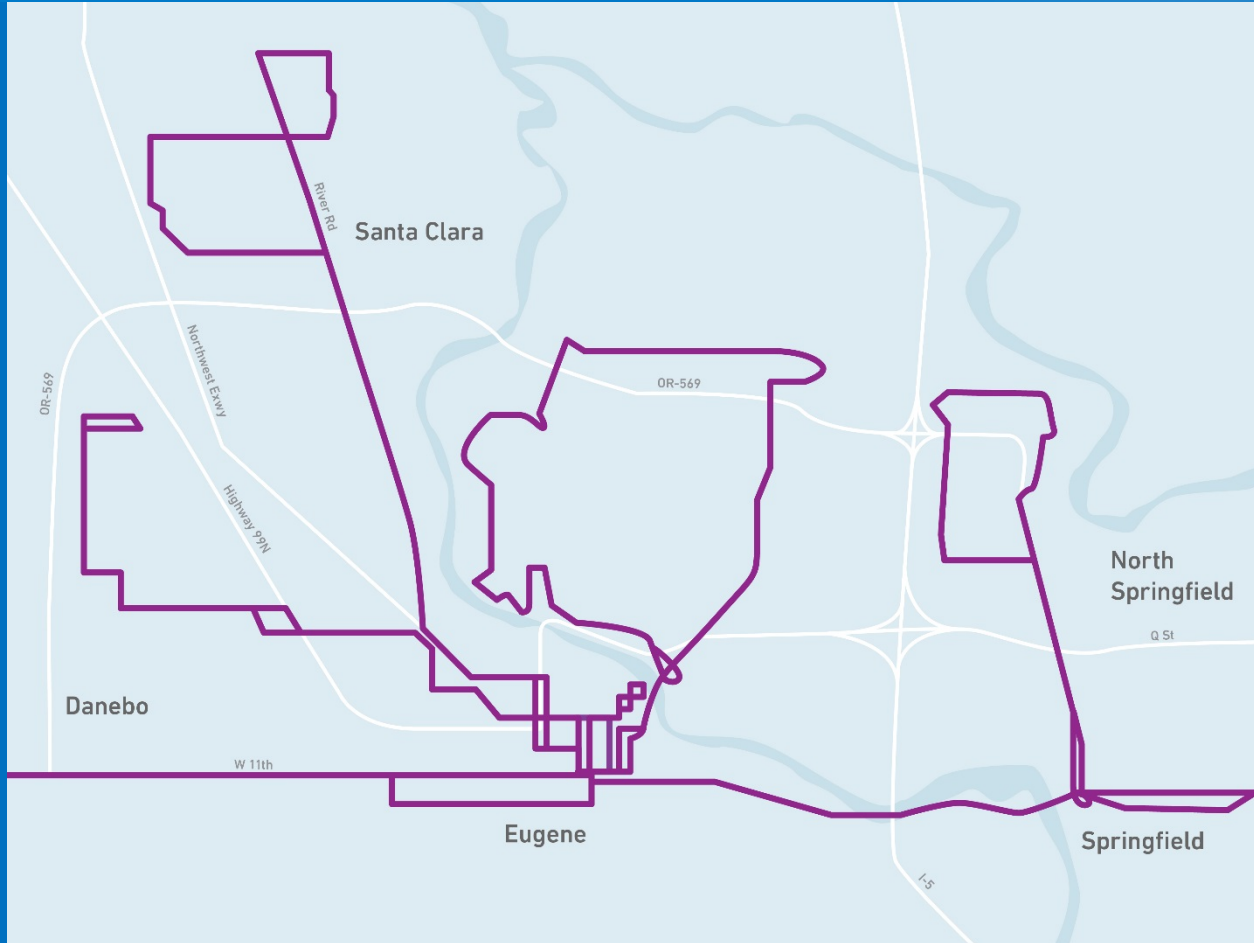
Ridership Trends



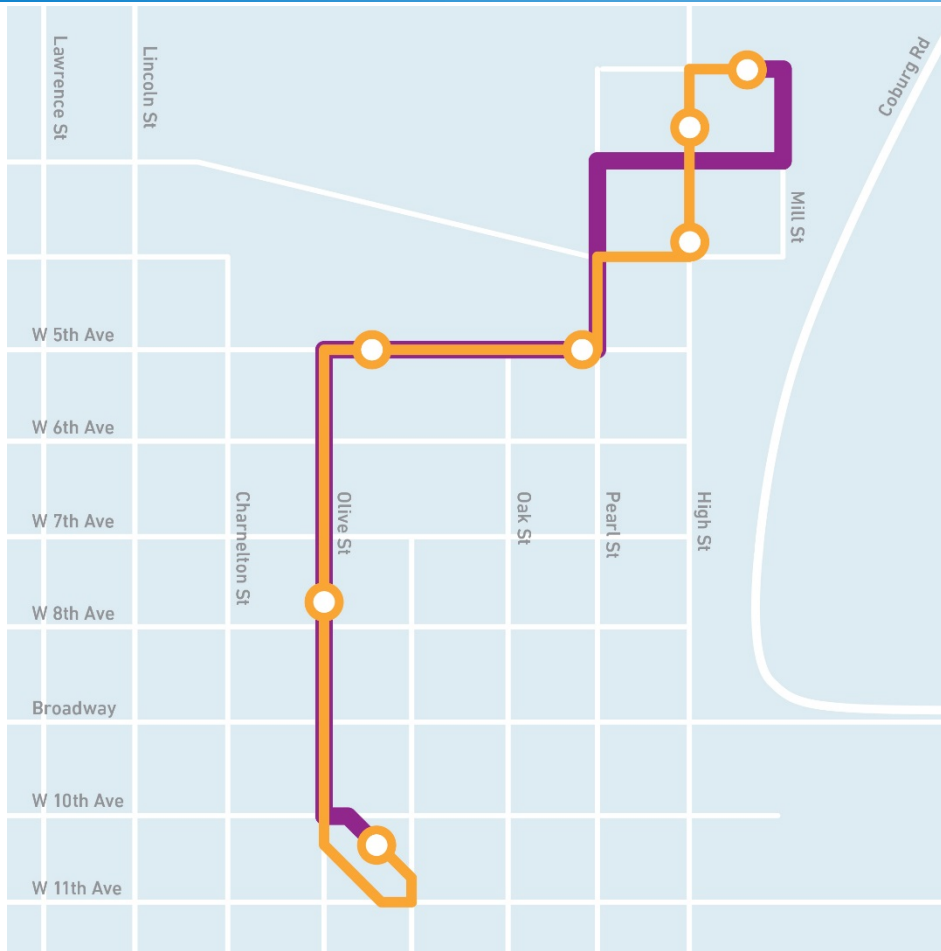
Ridership Trends



Frequency



Route 1

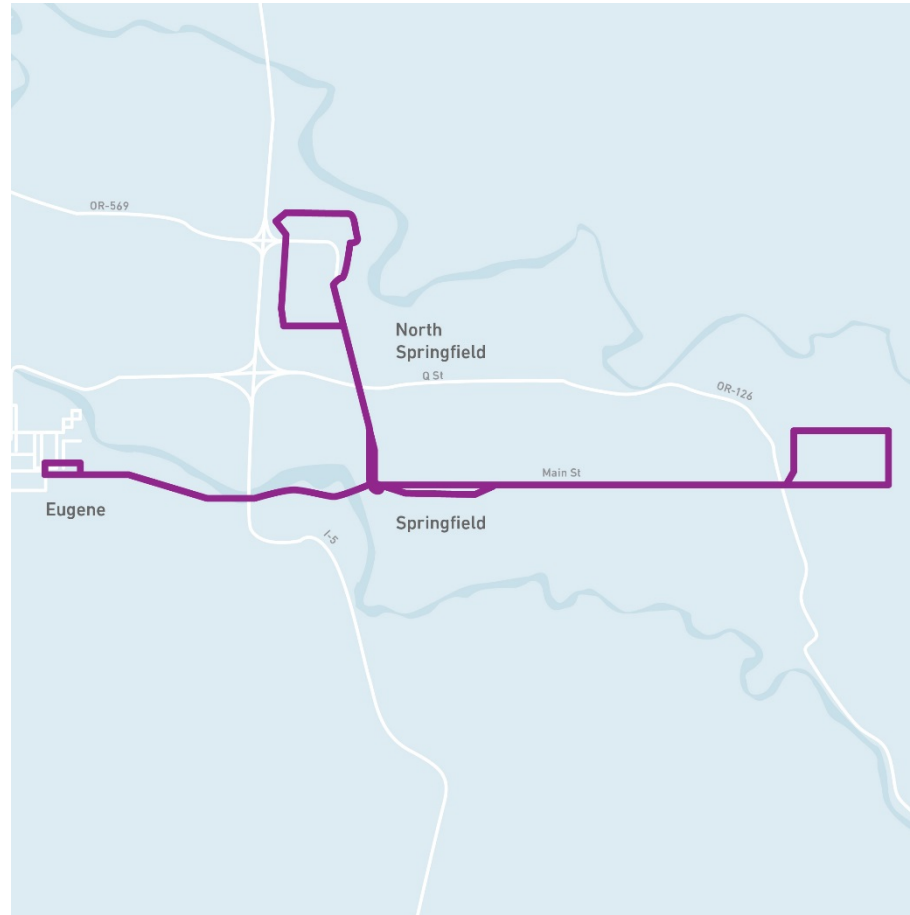


- Add trips where needed
- Reroute 12 from this area to improve on time performance



Routes 11 and EmX

- Sunday Frequency



Routes 51 and 52

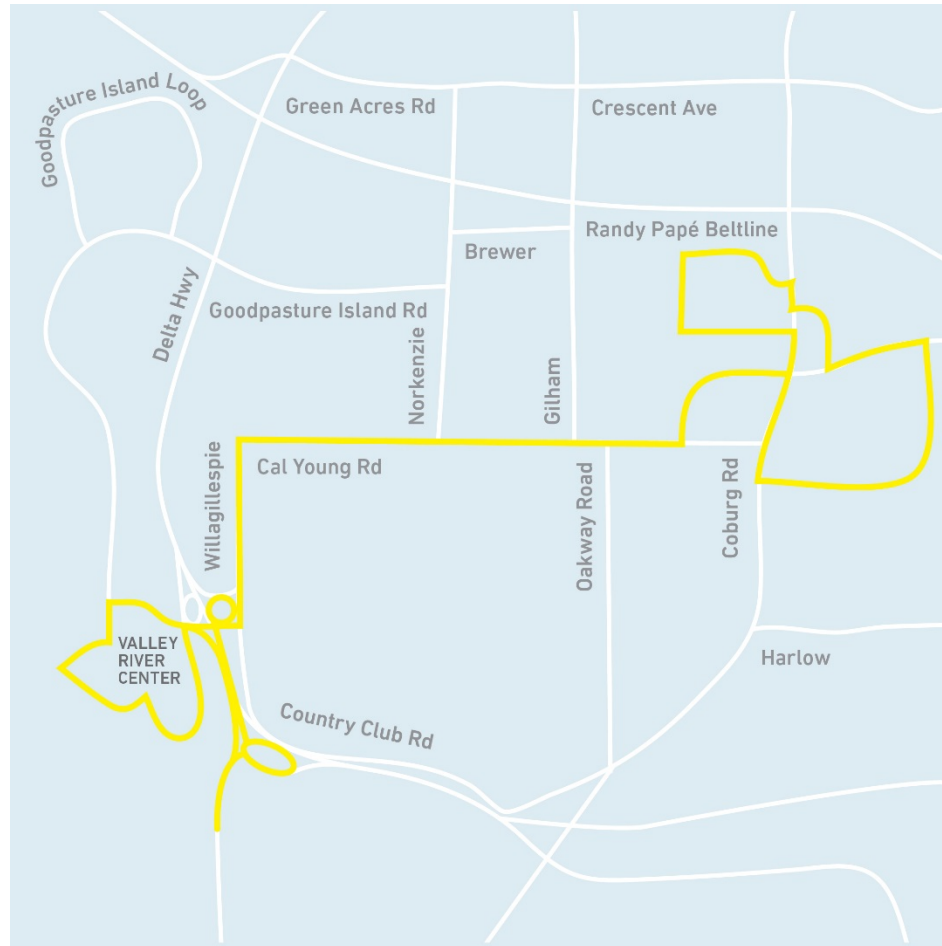
Buses every 15 minutes along River Road Corridor



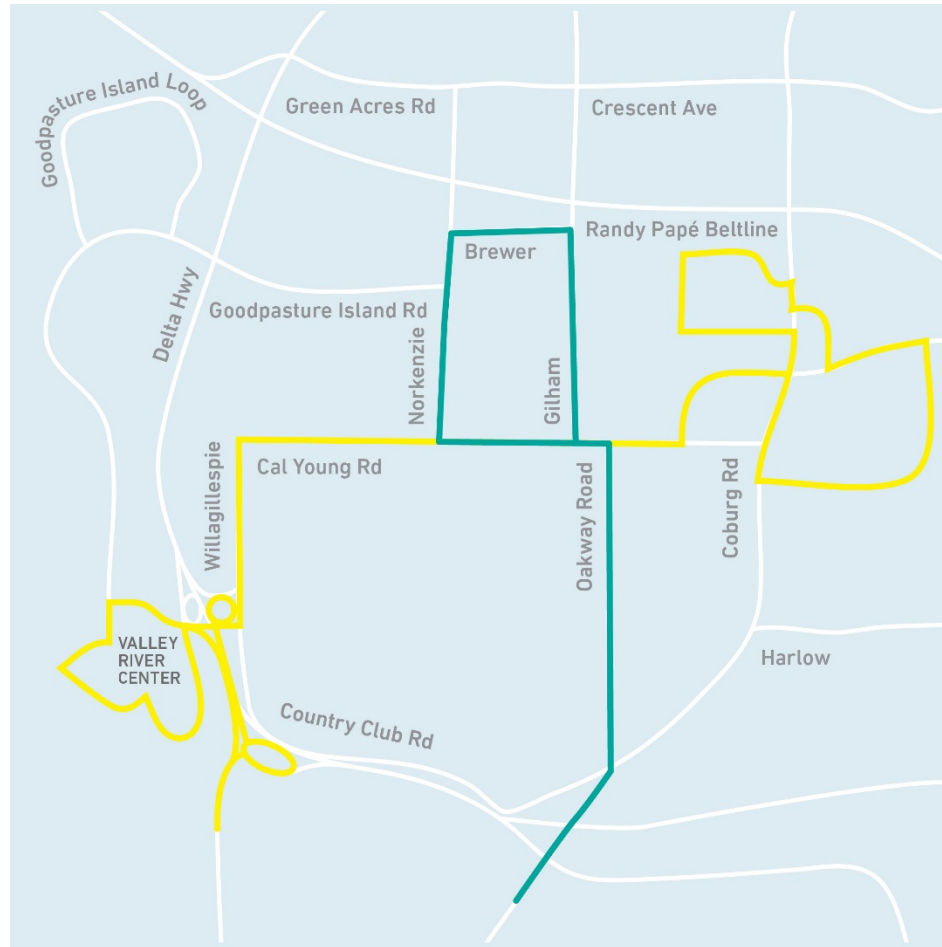
Cal Young Neighborhood



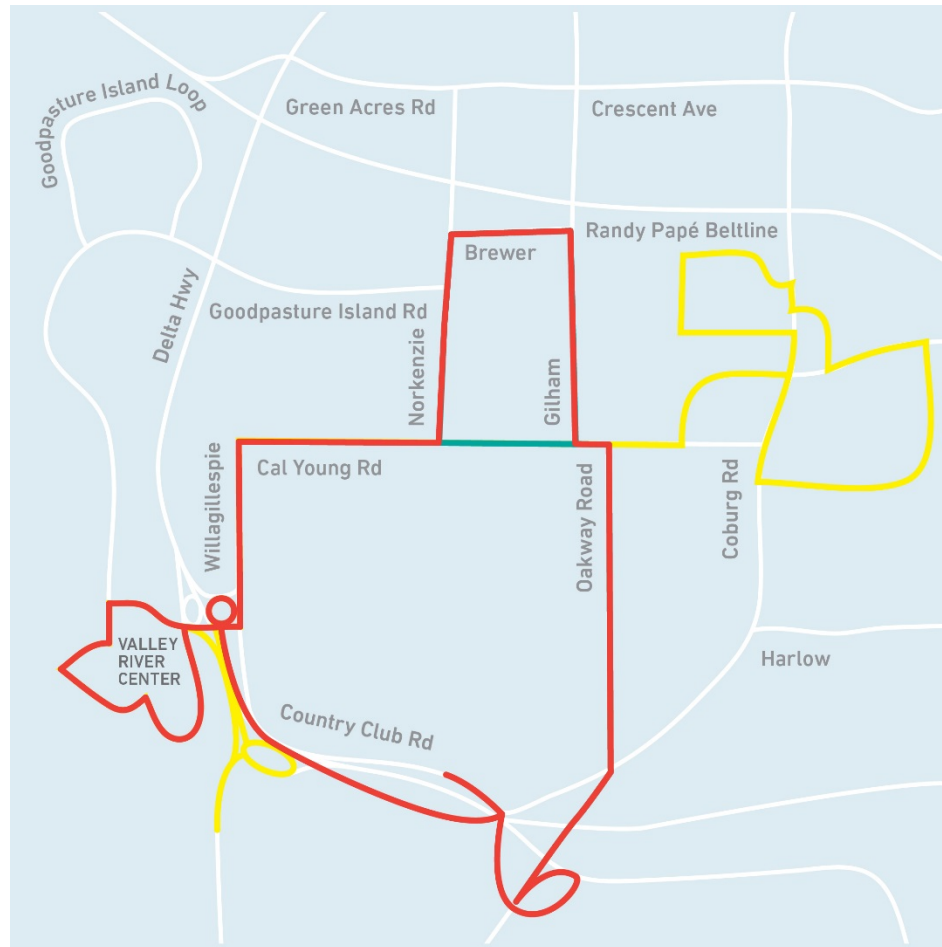
Cal Young Neighborhood Service circa 1985



Cal Young Neighborhood Service circa 1985



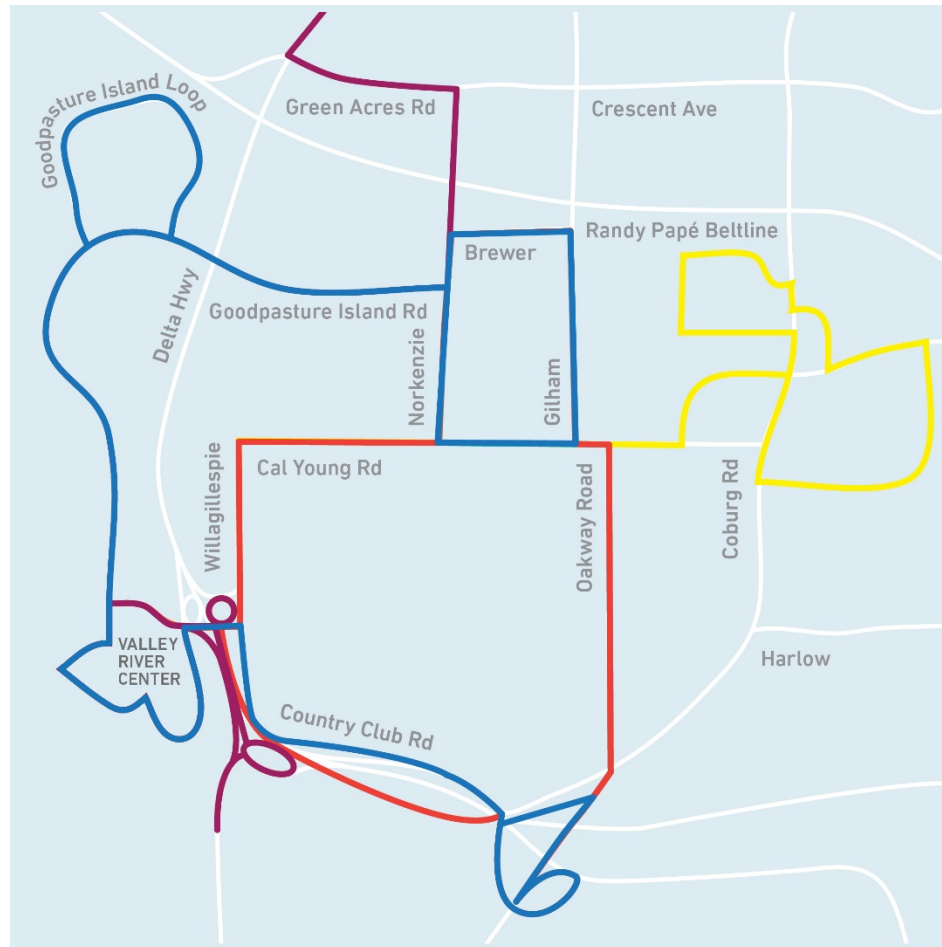
Cal Young Neighborhood Service 1985 - 1992



Cal Young Neighborhood Service 1985 - 1994



Cal Young Neighborhood Service 1985 - 1996

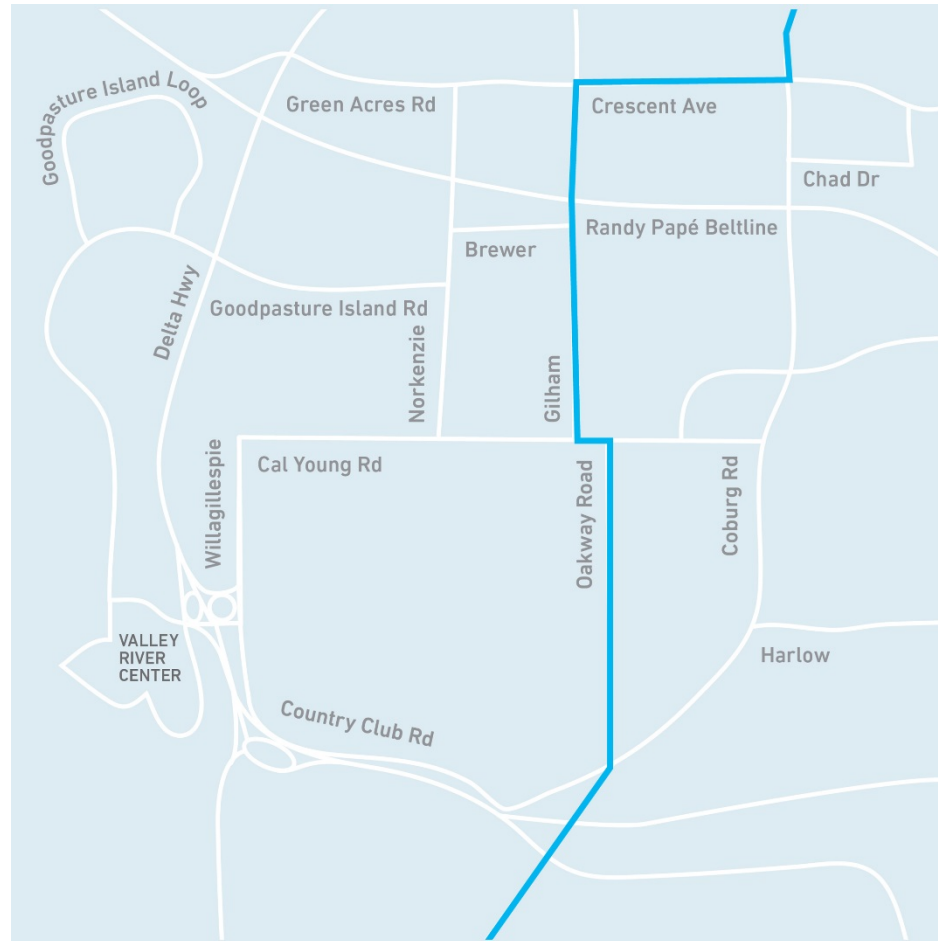


Cal Young Neighborhood Service 2010



Cal Young Neighborhood Service 2013

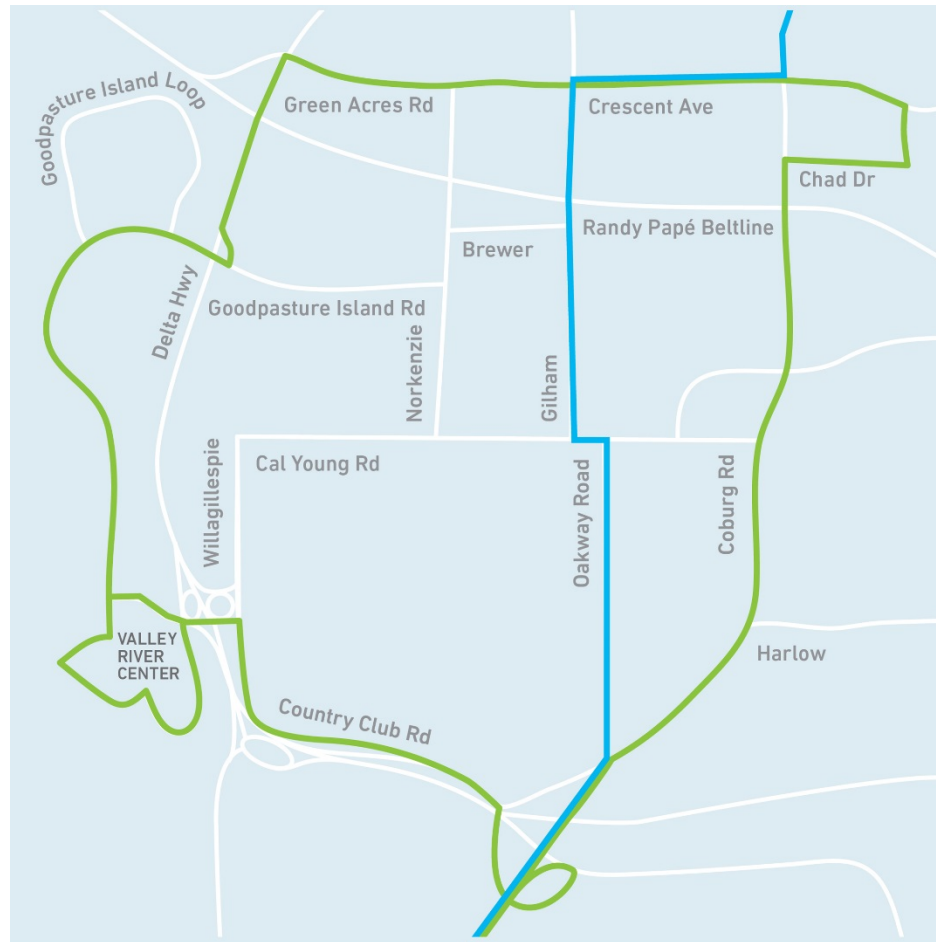
- Add trips to fill in service gaps



 *Commuter Service*



Cal Young Neighborhood Service 2016






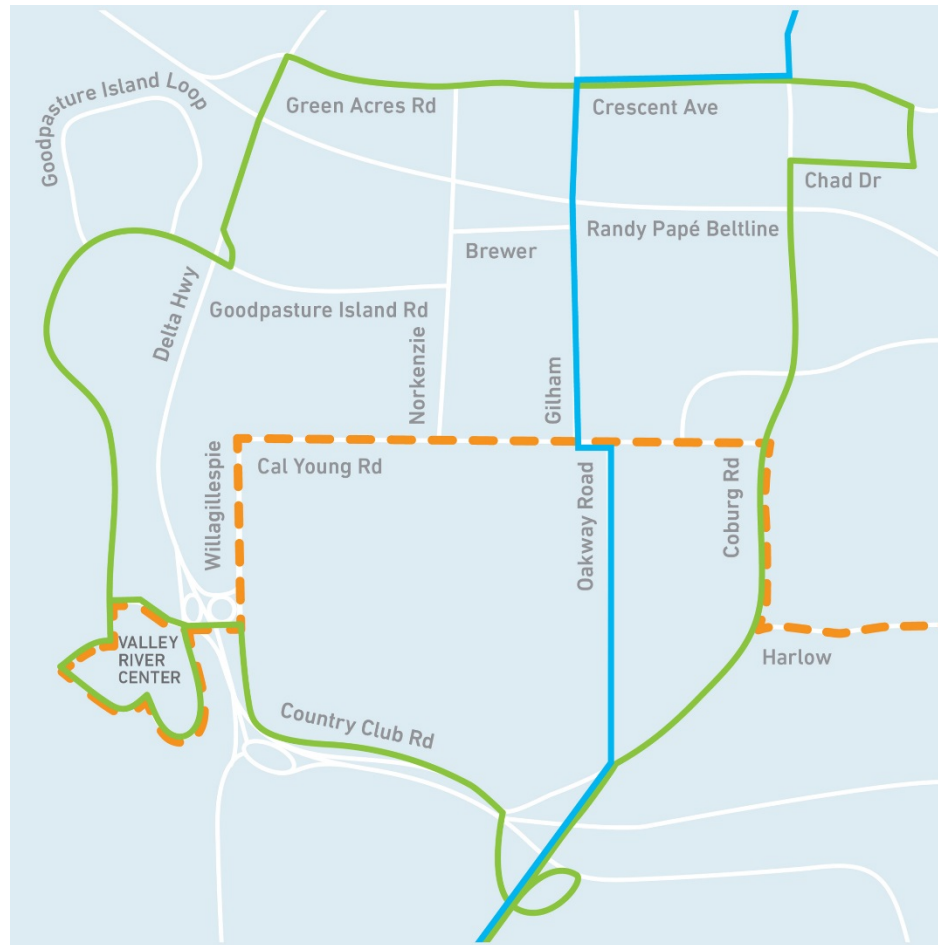
 *Frequent Service*

 *Commuter Service*



Future Cal Young Neighborhood Service

-  *Frequent Service*
-  *Crosstown Connector*
-  *Commuter Service*



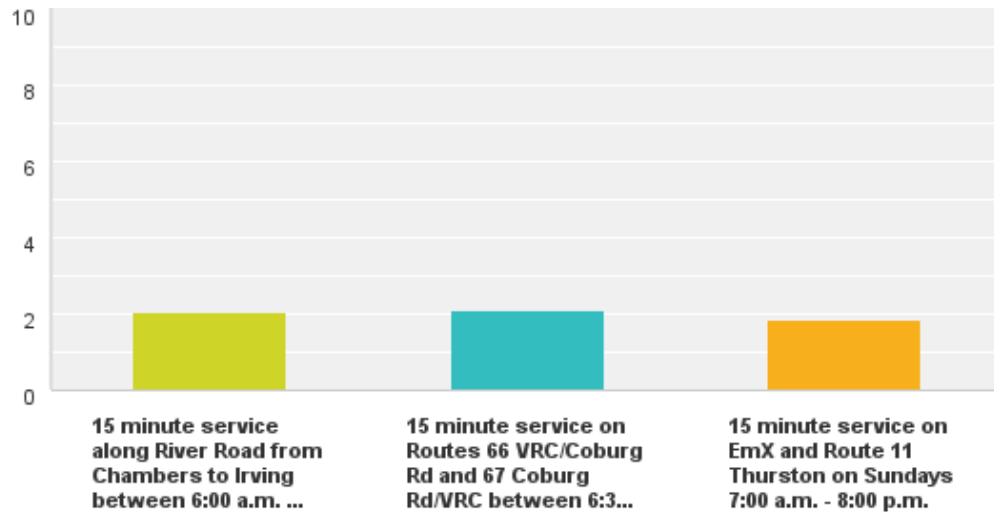
Frequency



LTD.org

Q1: Rank the following service increases in order from 1 being the most beneficial to the community to 3 being the least beneficial.

Answered: 605 Skipped: 0

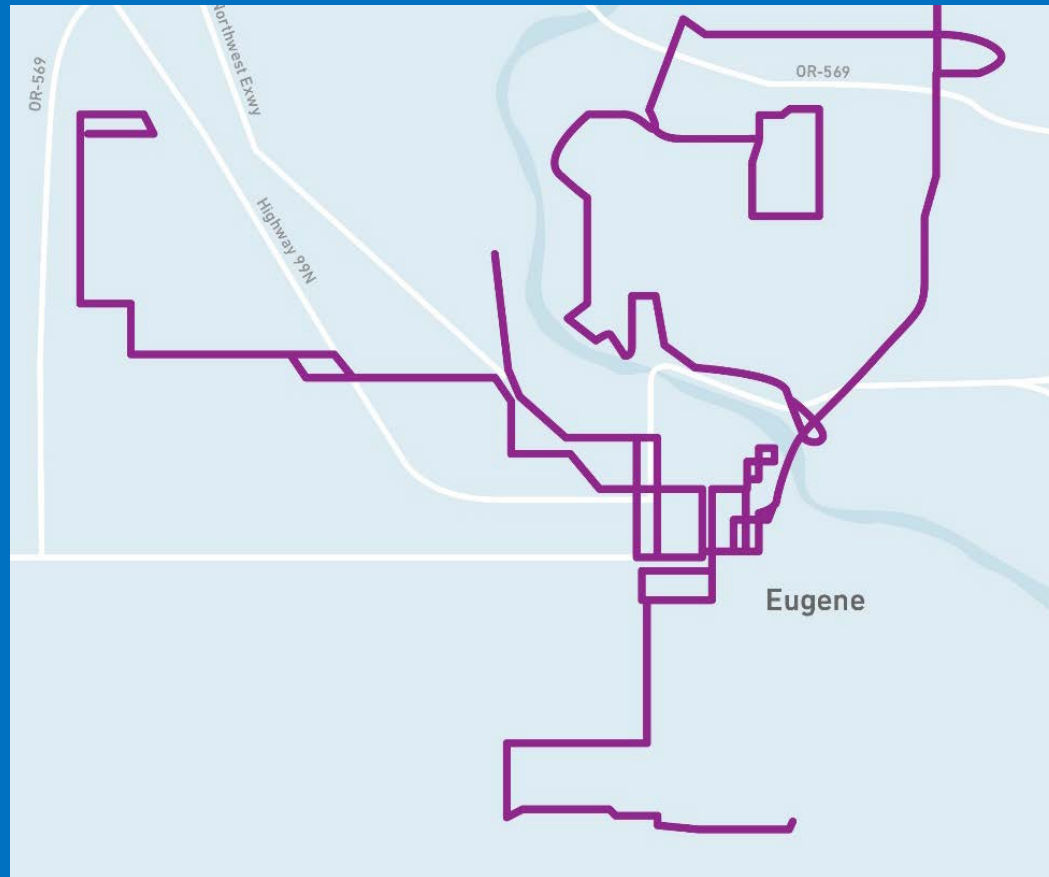


Q1: Rank the following service increases in order from 1 being the most beneficial to the community to 3 being the least beneficial.

Answered: 605 Skipped: 0

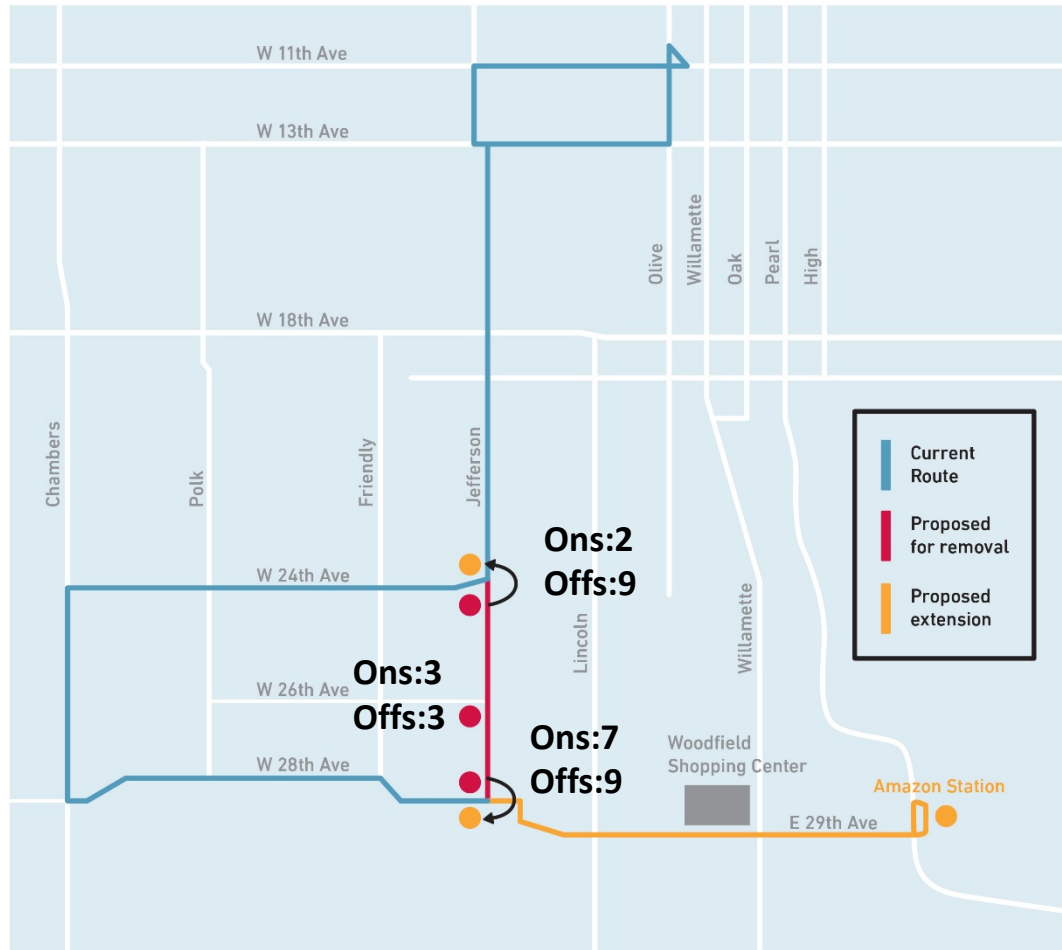
	1	2	3	Total	Score
15 minute service along River Road from Chambers to Irving between 6:00 a.m. - 6:30 p.m. served by Routes 51 Santa Clara and 52 Irving	33.88% 205	35.87% 217	30.25% 183	605	2.04
15 minute service on Routes 66 VRC/Coburg Rd and 67 Coburg Rd/VRC between 6:30 a.m. - 6:00 p.m.	36.36% 220	37.85% 229	25.79% 156	605	2.11
15 minute service on EmX and Route 11 Thurston on Sundays 7:00 a.m. - 8:00 p.m.	29.75% 180	26.28% 159	43.97% 266	605	1.86

Route Alignment Changes



Route 33

- Make a bidirectional route
- Expand service to Woodfield Shopping Center and Amazon Station

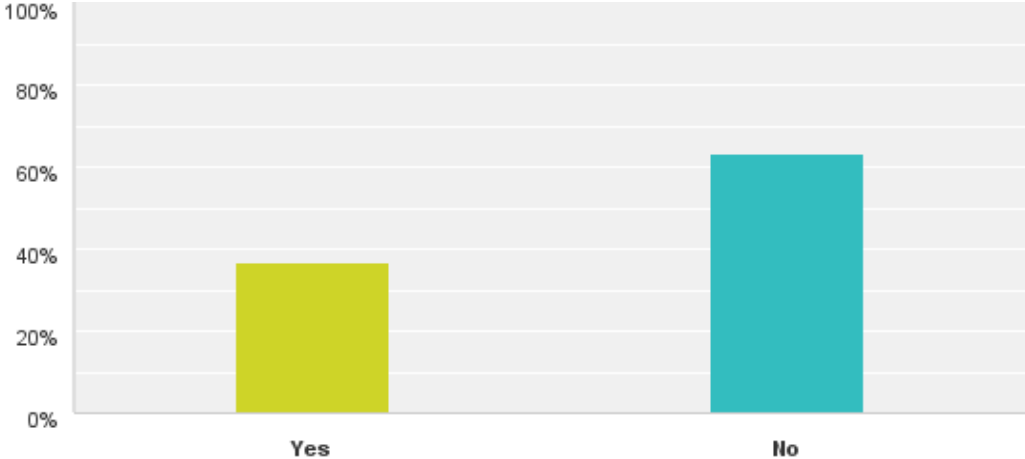


Route 33



Q10: Would you be negatively impacted if service were removed from Jefferson Street between 24th and 28th Streets?

Answered: 165 Skipped: 440



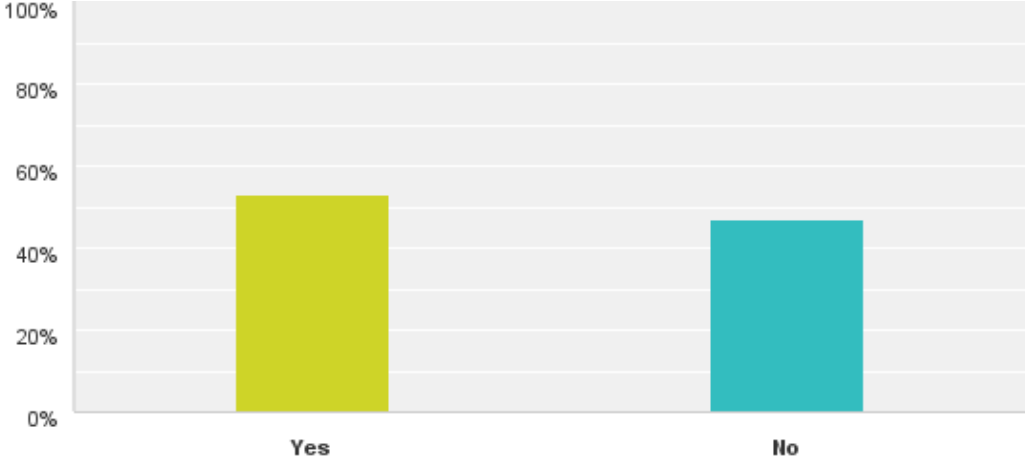
Q10: Would you be negatively impacted if service were removed from Jefferson Street between 24th and 28th Streets?

Answered: 165 Skipped: 440

Answer Choices	Responses	
Yes	36.97%	61
No	63.03%	104
Total		165

Q11: Would you use the service if it were extended to Woodfield Shopping Center and Amazon Station along 29th Street?

Answered: 545 Skipped: 60

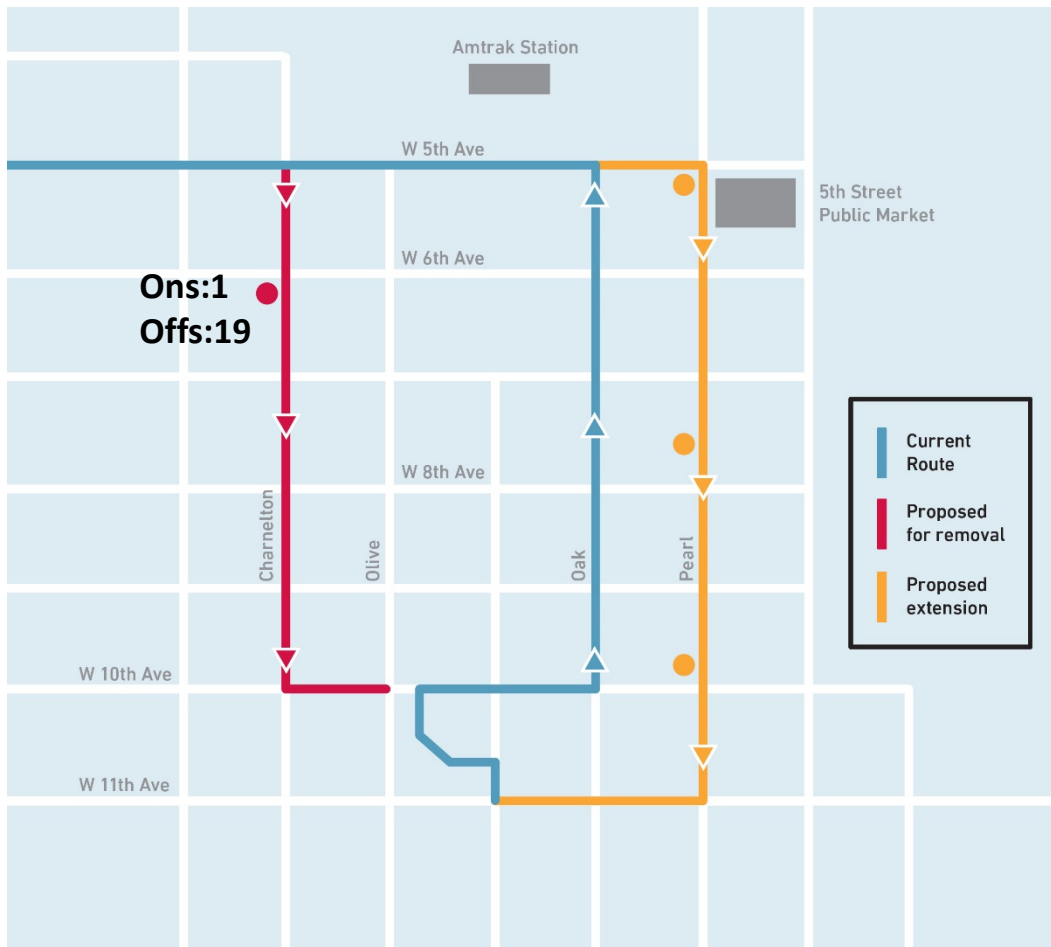


Q11: Would you use the service if it were extended to Woodfield Shopping Center and Amazon Station along 29th Street?

Answered: 545 Skipped: 60

Answer Choices	Responses	
Yes	53.03%	289
No	46.97%	256
Total		545

Route 40



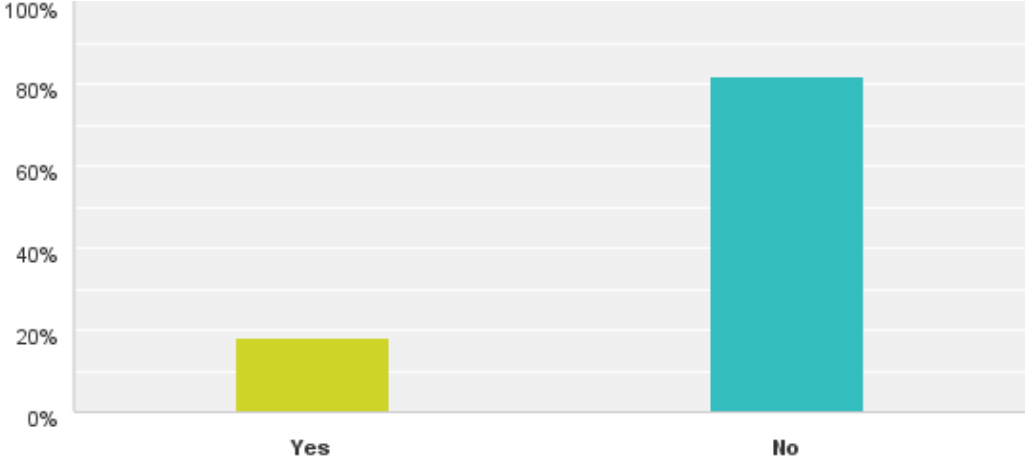
- Serve the Amtrak Station and the 5th Street Public Market in both directions

Route 40



Q13: Would you be negatively impacted if service were removed from Charnleton Street between 5th and 10th Avenues?

Answered: 169 Skipped: 436



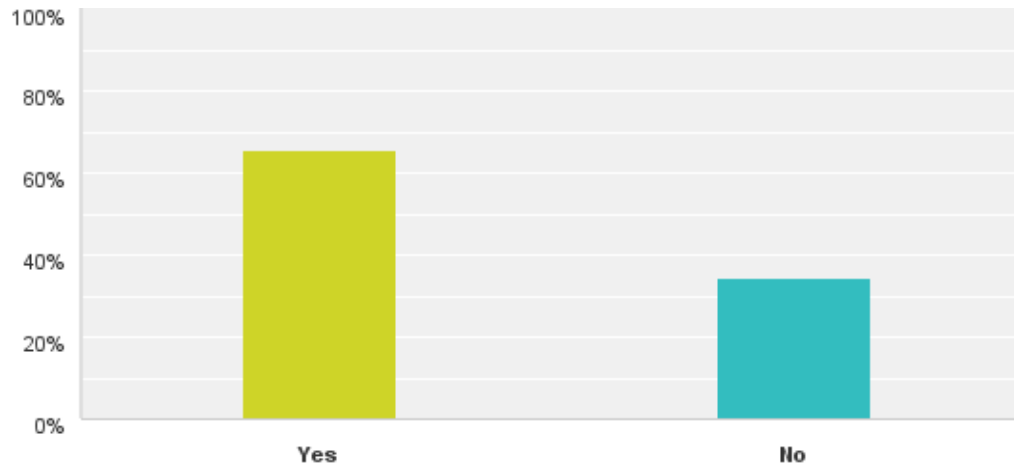
Q13: Would you be negatively impacted if service were removed from Charnleton Street between 5th and 10th Avenues?

Answered: 169 Skipped: 436

Answer Choices	Responses	
Yes	18.34%	31
No	81.66%	138
Total		169

Q14: Would you use the service if it were extended to Amtrak Station, 5th Street Public Market, and Pearl Street?

Answered: 545 Skipped: 60

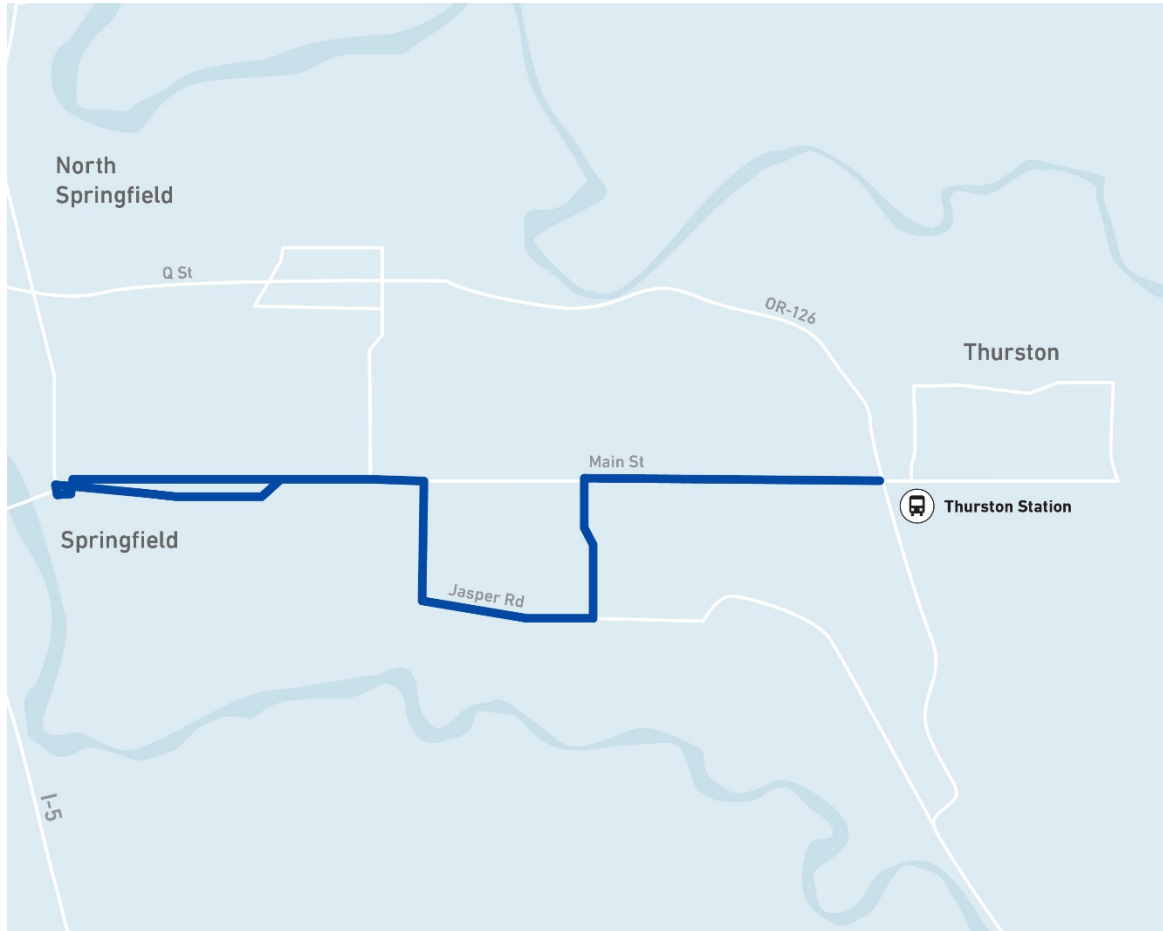


Q14: Would you use the service if it were extended to Amtrak Station, 5th Street Public Market, and Pearl Street?

Answered: 545 Skipped: 60

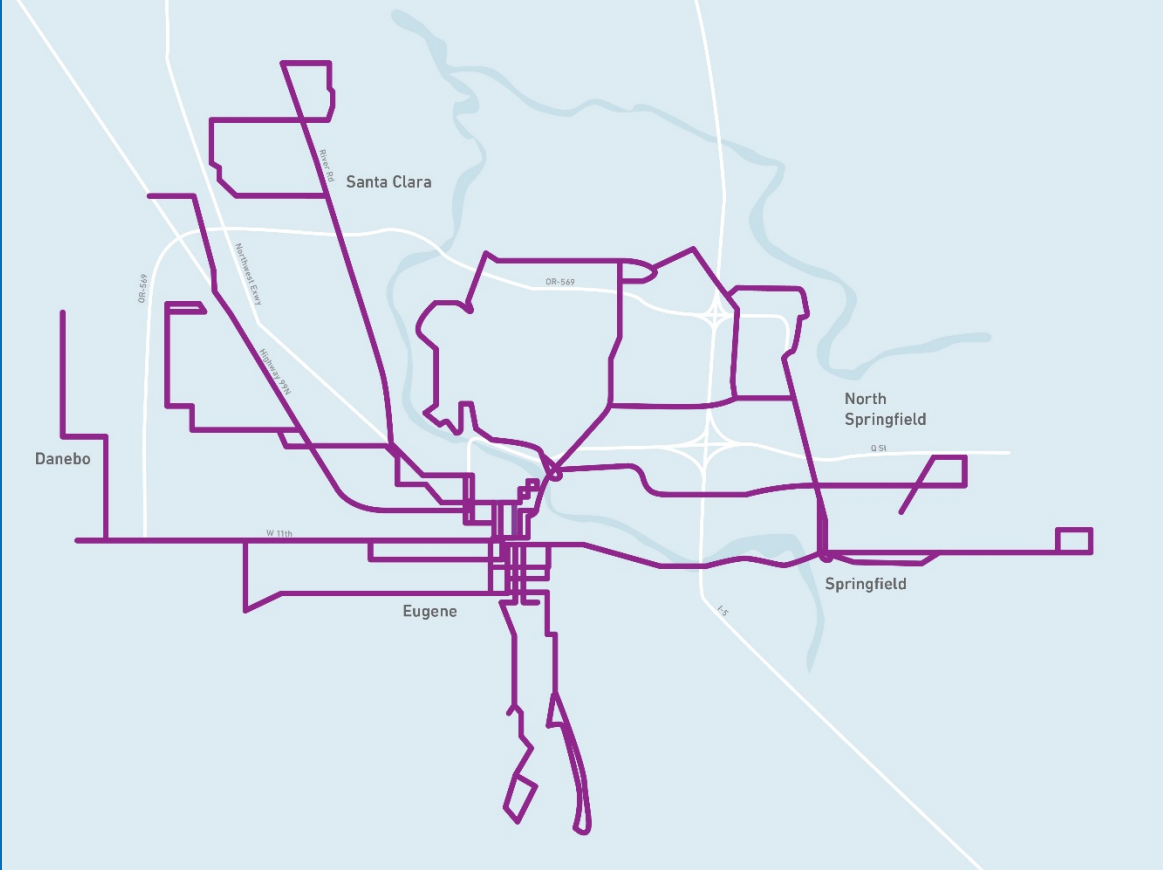
Answer Choices	Responses	
Yes	65.69%	358
No	34.31%	187
Total		545

Springfield Connector



- Serve the residents and schools between 32nd and 42nd Streets

Sunday P.M. Span

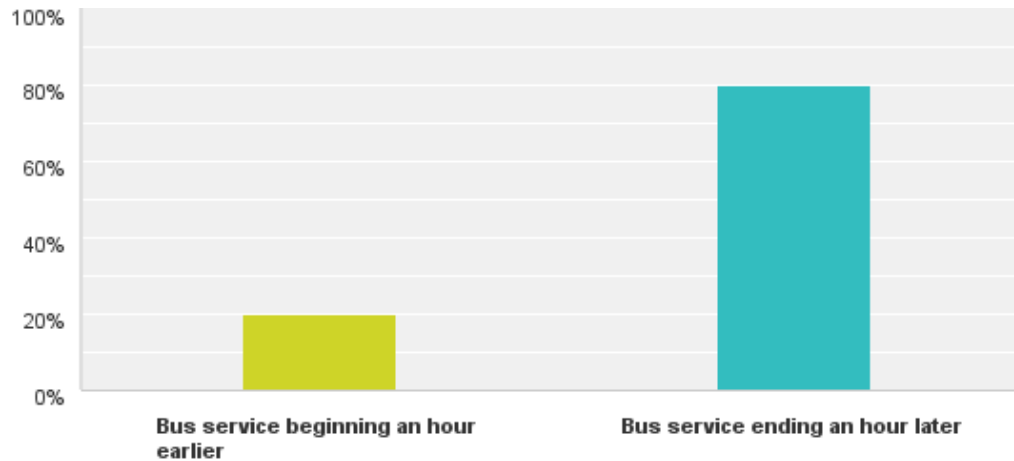


EmX, 11, 12, 13, 24, 28, 36, 40, 41, 43, 51, 66, & 67



Q3: If the service span was increased on weekends, which would benefit the community more?

Answered: 554 Skipped: 51



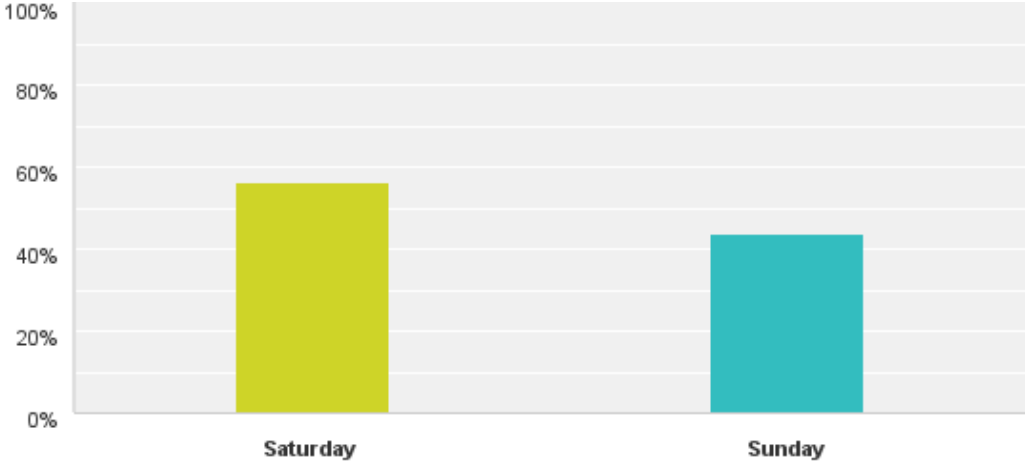
Q3: If the service span was increased on weekends, which would benefit the community more?

Answered: 554 Skipped: 51

Answer Choices	Responses	
Bus service beginning an hour earlier	20.04%	111
Bus service ending an hour later	79.96%	443
Total		554

Q4: Which day would benefit the community most?

Answered: 554 Skipped: 51



Q4: Which day would benefit the community most?

Answered: 554 Skipped: 51

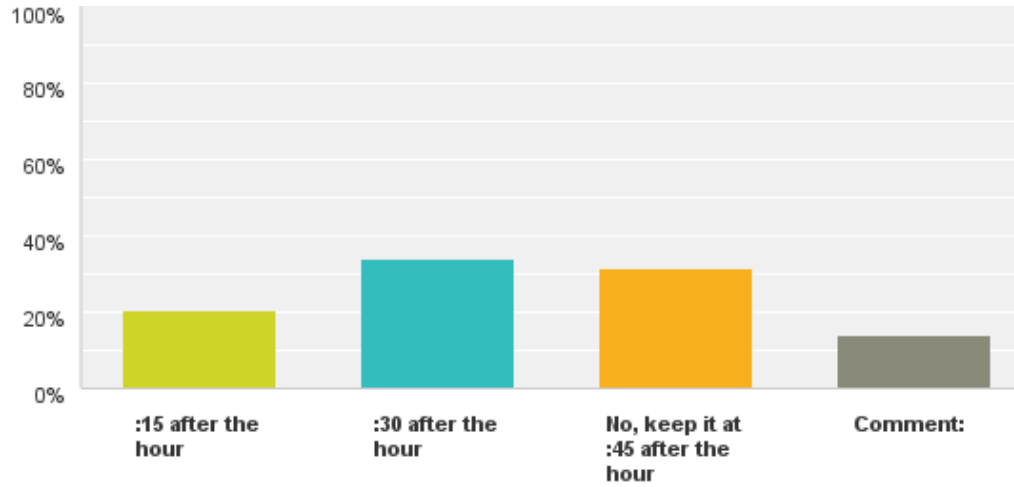
Answer Choices	Responses	
Saturday	56.50%	313
Sunday	43.50%	241
Total		554

P.M. Departures



Q16: If yes, would you prefer service to depart at a different time?

Answered: 417 Skipped: 188



Q16: If yes, would you prefer service to depart at a different time?

Answered: 417 Skipped: 188

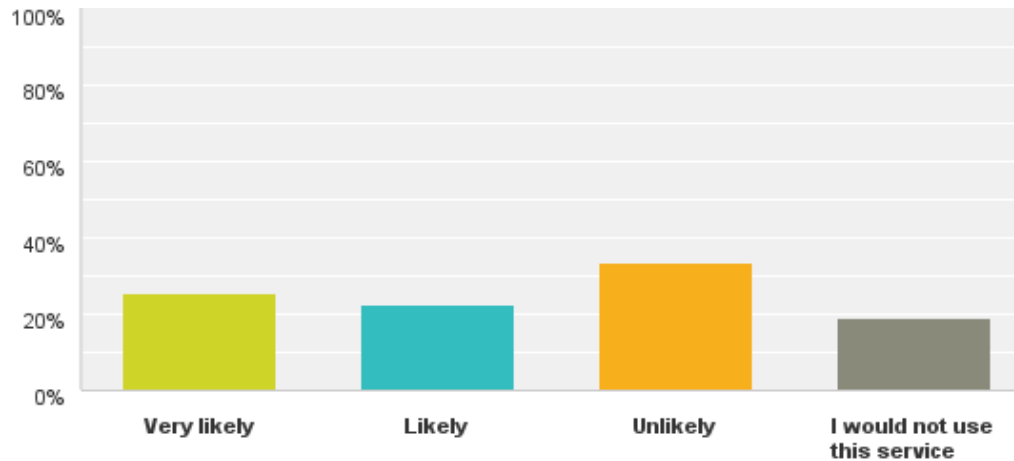
Answer Choices	Responses	
:15 after the hour	20.38%	85
:30 after the hour	34.05%	142
No, keep it at :45 after the hour	31.65%	132
Comment:	13.91%	58
Total		417

Holiday Service



Q17: LTD currently runs limited service on the day after Thanksgiving. How likely would you be to ride if we provided normal weekday service?

Answered: 540 Skipped: 65



Q17: LTD currently runs limited service on the day after Thanksgiving. How likely would you be to ride if we provided normal weekday service?

Answered: 540 Skipped: 65

Answer Choices	Responses	
Very likely	25.37%	137
Likely	22.41%	121
Unlikely	33.33%	180
I would not use this service	18.89%	102
Total		540

2016 Annual Route Review

Questions?
Comments?



LTD.org

AUDIENCE PARTICIPATION SIGN-UP SHEET—LTD REGULAR BOARD MEETING

Date: March 16, 2016

PUBLIC RECORD

Note: Please note that your verbal testimony is limited to three (3) minutes. If you wish to present written materials, please furnish at least one copy to the Clerk of the Board/Recording Secretary for the official record.

NAME	ADDRESS (Street Address, City, Zip Code)	GROUP / REPRESENTING	TOPIC
SARAH RODRIGUES	32701 E. THOMAS ST CORCORAN 97408	SEAF	MORE SEAF TO CORCORAN - PDE 96
Cliff Gray	2622 Bell Ave Eugene 97402	Trainsong Neighbors	
Pat			
Judy Morse	2480 Onyx St		Florence rate
Sue Wollong	108 High St		VISION ZERO
Marina Hajek	2410 Madison St. Eugene 97405	raisedrivingorg.org	Vision Zero
Joshua Skov	2036 Willamette St 97405	BEST	Vision Zero
Alexis Biddle	342 E. 13 th Ave	BEST	Vision Zoo
Noel Sikiel-Edziemski	1025 Taylor St	BRT	
Sara Mjallafod	344 E 12th		

Sandy Coffin

1431 Killington Place

AARP

AUDIENCE PARTICIPATION SIGN-UP SHEET—LTD REGULAR BOARD MEETING

Date: March 16, 2016

PUBLIC RECORD

Note: Please note that your verbal testimony is limited to three (3) minutes. If you wish to present written materials, please furnish at least one copy to the Clerk of the Board/Recording Secretary for the official record.

NAME	ADDRESS (Street Address, City, Zip Code)	GROUP / REPRESENTING	TOPIC
✓ Roby Zabo	PO Box 4773	DEPT	Vision Zero
✓ CWJ Jackson	341 E 12th ENG	SEAF	REET ROOM ACC
✓ PAUL S. Blaylock	975 W 7th #6		Florence Bus Service

* This document is a public record subject to disclosure under the Oregon Public Records Law.
 Q:\Reference\Board Packet\Templates\Sign in Sheets\Audience Participation Form.doc

AUDIENCE PARTICIPATION SIGN-UP SHEET—PUBLIC HEARING ON SERVICE

Date March 16, 2016

PUBLIC RECORD

NAME	ADDRESS (Street Address, City, Zip Code)	TELEPHONE	GROUP / REPRESENTING
SANDY COFFIN	1431 WIMBLETON PL S'FIELD 97477	541-726-8866	AARP OREGON
Gary Rodgers	32767 E. Thomas st. Coburg, OR 97408		more service to coburg - Rte 96
Cliff Gray	Eugene 97402 2622 Bell Ave	541-653-9525	Trainsong Neighbors
PAUL S. Blaylock	975 W 7th ^{#(541)}	6062619	
Jack Sieckel-Zabinski	1025 Taylor St.	541	3RT
Ludy Morse	2680 Onyx		
Debbie Aitkenhead	2533 Willakozie		
Oland	1133 Olive		
Joseph Mincey			



Better Eugene-Springfield Transit

SAFER STREETS FOR EVERYONE!

PLEDGE

- I will behave safely and responsibly at all times on public streets, respecting and empathizing with other people's need to get where they're going safely.
- I acknowledge that traveling on public streets can be risky, and I resolve to be alert to the surroundings.
- I also recognize the role of the roadways, paths, and sidewalks as public space in the community, not only a means for travel, and resolve to share the road with all users, whether they are traveling to a destination or enjoying the street appropriately as public space.
- I will be a good example, and I want my neighbors to slow down, say "hi," and join me in spreading the word.



Source: City of Portland, Oregon, www.portlandoregon.gov/transportation/article/534391

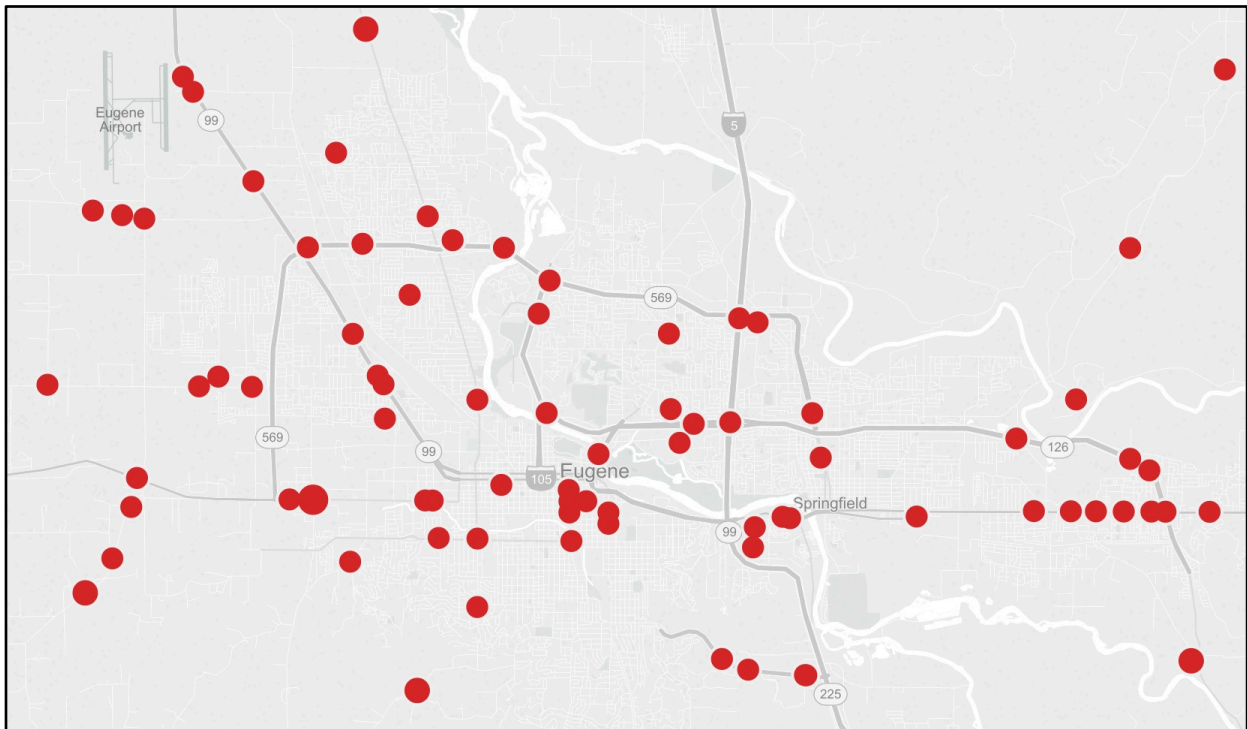
PETITION

On June 17, 2015, the Portland City Council approved a common-sense Vision Zero resolution, signifying the city's commitment to zero traffic fatalities and serious injuries; they are preventable, and no life should be lost on our city streets.

I call on the Eugene City Council to adopt a Vision Zero resolution to make our streets safer for everyone.

Source: City of Portland, Oregon, www.portlandoregon.gov/transportation/article/545880

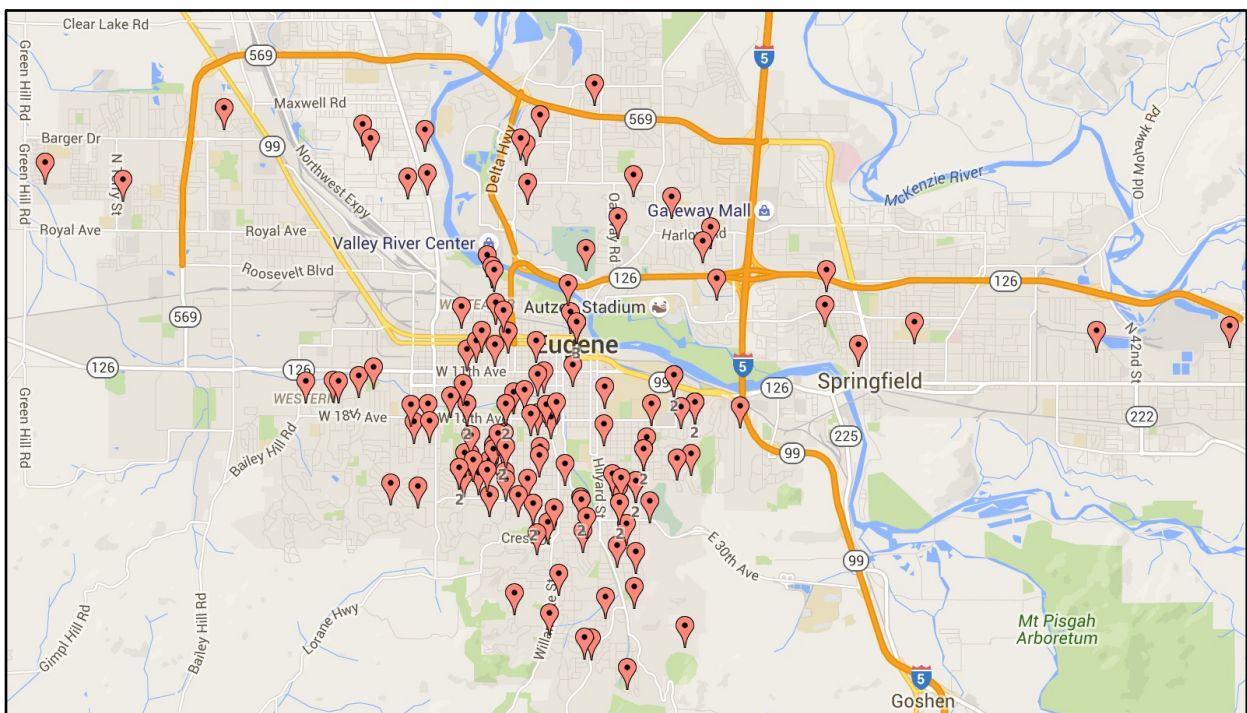
Fatal traffic crashes in Eugene-Springfield area, 2007–2013



Each red dot represents one or more lives lost.

Source: tableau.thempo.org/Safety

Residences of people signing pledge + petition



Sunday Streets (Friendly area) on 9/20/2015

Note: This list was transcribed from the original handwritten petition sheets.

1.	Cody Franz	2885 Harlow Rd., Eugene, OR 97401
2.	Vicki Shaw	677 West 24 th Pl., Eugene, OR 97405 <i>I have been a bike commuter for 30 years in Eugene, and I ride in alleys because I don't think the bike lanes are safe.</i>
3.	Sue Wolling	108 High St., Eugene, OR 97401
4.	Camilla Carter	2497 West 14 th Ave., Eugene, OR 97402
5.	Susan Stumpf	1249 West 16 th Ave., Eugene, OR 97405
6.	Steve Bade	2011 Lincoln St., Eugene, OR 97405-2603 <i>Thanks</i>
7.	Betsy Ben ☺	(no address)
8.	Jessica Kessinger	(no address)
9.	Steve Mital	880 West 27 th Ave., Eugene, OR 97405 <i>Great idea! If Rob is for it, I'm for it.</i>
10.	Linda Sullcoe	131 C St., Apt. #12, Springfield, OR 94477
11.	Paul Dix	208 South K, Livingston, MT 59047
12.	Danielle Curran	1948 West 29 th Ave., Eugene, OR 97405
13.	Tom Jefferson	3645 East Amazon Dr., Eugene, OR 97405
14.	Duncan Rhodes	4001 Potter St. #201, Eugene, OR 97405
15.	Ken Cater	1010 Horn Ln, Eugene, OR 97404
16.	Seth Sadofsky	3065 Harris St., Eugene, OR 97405
17.	Alan Scholz	1195 West 19 th Ave., Eugene, OR 97402
18.	Theresa Scholz	1195 West 19 th Ave., Eugene, OR 97402
19.	David Villalobos	51 East 47 th Ave., Eugene, OR 97405
20.	Debora Kovensky	2190 Pierce St., Eugene, OR 97405-1623 <i>While commuting to work each day there are many close calls. Most of the time it includes drivers using their cell phones!</i>
21.	Luzia Rode	(no address)
22.	Dover Sikes	(no address)
23.	Rick Pasley	4075 Aerial Way #30, Eugene, OR 97402-8728
24.	Naoto Iwashita	1470 Villard St., Eugene, OR 97403
25.	Heidi Iwashita	1470 Villard St., Eugene, OR 97403
26.	Greg Rogers	2811 Madison St., Eugene, OR 97405 <i>Slower traffic.</i>
27.	L. Ponder	2780 Potter St., Eugene, OR 97405 <i>High Street (SEHS to river): Make ONE lane of CAR traffic and the part of the road be for 2-way BIKE ROAD with "Jersey Block" barrier between bikes & cars.</i>

28. N. Cummings	PO Box 51474, Eugene, OR 97405
29. Mark Lipson	671 West 19 th Ave., Eugene, OR 97402
30. Amy Hause	671 West 19 th Ave., Eugene, OR 97402
31. Kaite Bode	(no address)
32. Margie Gordillo	(no address) <i>Partner was struck at 8th & Jefferson.</i>
33. Kai M. Seltman	975 Charnelton St. #501, Eugene, OR 97401 <i>I want a Eugene equivalent of Tilikum bridge. ☺</i>
34. Bethany Steiner	92 W 25 th Ave., Eugene, OR 97405
35. John Moriarty	(no address)
36. Spencer Coxe	2710 Polk St., Eugene, OR 97405
37. Brandess Sorrels	2749 Madison St., Eugene, OR 97405
38. Whitney Shinkle	1025 G St., Springfield, OR 97477
39. Linda Prier	2297 Monroe St., Eugene, OR 97405
40. Sandra Clark	1978 East 19 th Ave., Eugene, OR 97403
41. Gregory Abel	5920 Avalon St., Eugene, OR 97402
42. Walt Norblad	2995 Washington St., Eugene, OR 97405
43. John Roy W.	2575 Van Buren St., Eugene, OR 97405
44. Chris Watchie	1035 Monroe St., Eugene, OR 97402
45. Zach Galloway	2310 Van Buren St., Eugene, OR 97405
46. Michelle Cannavino	996 West 8 th Ave., Eugene, OR 97402-4808
47. Bob Passaro	395 West 17 th Ave., Eugene, OR 97401
48. Mike Dodd	545 High St., Eugene, OR 97401
49. Marie Drakes	1864 Oak St. #3, Eugene, OR 97401 <i>I wish there was a better way to access Amazon Parkway from Amazon Bike Path ... lights are interminably long for cyclists.</i>
50. Jan Smith	5089 G St., Springfield, OR 97478 <i>Jefferson/Washington</i>
51. Mel Huey	1448 Fetters Loop, Eugene, OR 97402 <i>I bicycle through town. Signal lights often don't recognize bikes.</i>
52. Steve Hecker	2990 Friendly St., Eugene, OR 97405 <i>Lots of bad pavement, e.g., east university, debris in bike paths, though street sweepers try to keep up.</i>
53. Sup Cummings	1431 Charnelton St., Eugene, OR 97401
54. Samara Phelps	966 Summit Blvd., Springfield, OR 97477 <i>Active transportation is a value and an asset to our community.</i>
55. Donna Rose	2467 Friendly St., Eugene, OR 97405
56. Alisna Moreno	Eugene, OR 97401 <i>How close cars can park to intersections = no visibility! Extend no parking near intersections. ... 14th & Charnelton "Yield" at all directions causes problems!!</i>

57. Dina Rose	Eugene, OR 97402 <i>Better distinguish bike lanes vs. car.</i>
58. Danielle Triplett	Eugene, OR 97405
59. Arthur Lawnrezch	1370 East 25 th Ave., Eugene, OR 97403 <i>Crosswalks on Hilyard, not just implied crosswalks.</i>
60. Olivia Granach	1370 East 25 th Ave., Eugene, OR 97403 <i>Franklin for biking ... street on 24th by middle school needs light at Amazon bike path for pedestrians.</i>
61. Lee Miller	667 West 5 th Alley, Eugene, OR 97402
62. Rebecca Lewis	556 West 17 th Ave., Eugene, OR 97401
63. Nicole Parron	2423 Friendly St., Eugene, OR 97405 <i>The entire neighborhood lacks safe, publicly funded sidewalks that are both accessible AND visible with reflectors. ☺</i>
64. Gayle E. Ford	1910 Pierce St., Eugene, OR 97405
65. Sarah Rose Wenner	1453 West 18 th Ave. #116, Eugene, OR 97402 <i>On 11th and Commerce when the bus drops you off on the "Target" side there is no safe place for pedestrians to cross to Walmart.</i>
66. Bob Ferris	2510 Tyler St., Eugene, OR 97405
67. Jim Wilcox	205 West 31 st Ave., Eugene, OR 97405
68. Marina Hajek	2410 Madison St., Eugene, OR 97405 <i>Because safety is a matter of death and life.</i>
69. Josefina Hajek	2410 Madison St., Eugene, OR 97405
70. Marcia J. Cutler	835 West 24 th Ave., Eugene, OR 97405 <i>WAY too many pedestrian-by-car deaths this year!!!</i>
71. Lauire Trieger	2710 Polk St., Eugene, OR 97405
72. Rachel Forkos	485 East 33 rd Ave., Eugene, OR 97405
73. Marshall Wilde	3390 Potter St., Eugene, OR 97405
74. Piper Fahrney	50 North Monroe St., Eugene, OR 97402
75. Jennifer Hornsby	3065 Harris St., Eugene, OR 97405
76. Nancy Ellen Locke	1130 West 25 th Ave., Eugene, OR 97405 <i>Keep us Safe! ... [personal experiences?] Eeeeeeeeeeeek!</i>
77. Greg Giesy	42 West 19 th Ave., Eugene, OR 97401
78. Christopher S.	1235 West 28 th Ave., Eugene, OR 97405
79. Nathan Schulman	842 Jefferson St., Eugene, OR 97402 <i>West Eugene ... Jefferson ... 8th Avenue.</i>

Collected online

80. Rob Zako	1280-B East 28 th Ave., Eugene, OR 97403
81. Shane MacRhodes <i>Yay! Time to spread the word.</i>	1920 Garfield St., Eugene, OR 97405
82. Emma Newman	1275-1/2 West 5 th Ave., Eugene, OR 97402
83. Kathy Lynn	2036 Willamette St., Eugene, OR 97405
84. Kelsey Moore <i>Yay! Safety!</i>	107 Ash St., Eugene, OR 97402
85. Marc Schlossberg	775 East 22 nd Ave., Eugene, OR 97405
86. Jennifer Smith	182 Sunset Dr., Eugene, OR 97403
87. Mark Van Ryzin	2013 Charnelton St., Eugene, OR 97405
88. Clark O. Anderson <i>I don't live in Eugene but to bicycle there and plan to move to Eugene and bike for most trips.</i>	38931 Jasper-Lowell Rd., Fall Creek, OR 97438
89. Richard Hughes	3464 Olive St., Eugene, OR 97405
90. Edward Winter	85354 Doane Rd., Eugene, OR 97402
91. Rex Redmon	345 West 28 th Ave., Eugene, OR 97405
92. John Wesley Herberg	677-1/2 West 23 rd Ave., Eugene, OR 97405
93. Milton Takei <i>I've seen cars go though the red light at the EmX's Dad's Gate station three or four times. One of those times, I was approaching the station from the UO side, and I had to move fast to get out of the way so that the car would not run me over. People walking between the station and UO mostly jaywalk.</i>	423 Monroe St., Eugene, OR 97402
94. Holly McRae	2584 Friendly St., Eugene, OR 97405
95. Tyce Herrman <i>Street are for people!!!!</i>	1648 Alder St., Eugene, OR 97401
96. Emily Steel <i>Kesey Square area very dangerous for kids in the late afternoon/evening with no curb, car traffic, poor street visibility due to lots of people, and space for kids to run. ... Very much want to see improved pedestrian conditions along S. Willamette. ... Thank you for off-street connections to major sections of bike path, improved safety crossings on big streets (Hilyard, 30th, Bailey Hill) and for projects like Alder St. bike corridor. Feel much safer commuting on my bike with my children.</i>	450 East 30 th Ave., Eugene, OR 97405
97. Alexis John Biddle	342 East 13 th Ave. #3, Eugene, OR 97401
98. Rory Isbell	240 North Adams St. #1, Eugene, OR 97402
99. Gwen Jaspers	1061 West 10 th Ave., Eugene, OR 97402
100. Brianna Nicoletto	1472 East 18 th Alley #6, Eugene, OR 97403
101. Jim Wilcox <i>The bike path that stops at Beaver Street is not marked well enough to alert right turning motorists that cyclists are entering Beaver Street.</i>	205 West 31 st Ave., Eugene, OR 97405
102. Paul Gordon	450 East 30 th Ave., Eugene, OR 97405

103. Steven Korin	53 Sunnyside Dr., Eugene, OR 97404 <i>Slow down River Road and give seperated bike lanes. We need more access to cross River Road to get to the River path. polk st needs more bike protection as well</i>
104. Beth Stein	3135 Portland St., Eugene, OR 97405
105. Joanna (Jo) Rodgers	2145 Garfield St., Eugene, OR 97405 <i>Safer streets = more bikers, more walkers = fewer cars = less pollution + more connection = stronger community ... That is good math!</i>
106. Kristopher Cahoon	on Mill Street near 34 th Place, Eugene, OR 97405
107. Emily Fiocco	2565 Laurelwood Dr., Eugene, OR 97403
108. Kurt Jensen	1672 Happy Ln., Eugene, OR 97401
109. Charlie Van Deusen	1583 Happy Ln., Eugene, OR 97401 <i>Suggestion: Keep the bike symbol one way arrow painted in the bike lanes. ... Also, gravel trucks spill gravel onto the shoulder, making it unsafe for bikes. Maybe the gravel companies should sweep more often.</i>
110. Abigail Tennenbaum	2769 Jackson St., Eugene, OR 97405
111. Jacqueline Murdoff	3309 Westward Ho Ave., Eugene, OR 97401
112. Jill Lampson	369 Van Duyn St., Eugene, OR 97401
113. Robert James Zumwalt	3823 E St., Springfield, OR 97478 <i>We need to enforce the 3-foot rule to cars who pass bicycles or buzz cyclist, I ride down Main Street to Eugene on to Franklin the cars, trucks and buses pass me as close as 1 feet or less and some of the diesel trucks will punch it to cause the truck to smoke on me this is making it unsafe for cyclist</i>
114. Robert	29427
115. Christopher Davis Kuhn	2996 Ferry St., Eugene, OR 97405
116. Laurie Bernstein	2745 Kincaid St., Eugene, OR 97405
117. Joshua A. Newman	150 W. 24 th Place, Eugene, OR 97405
118. Greyson Murdoff	845 E. 43 rd Ave., Eugene, OR 97405
119. Kari Turner	2240 Bedford Way, Eugene, OR 97401 <i>Safer streets for everyone is important!</i>
120. Isaac Meyer	1970 Ridgeway Dr., Eugene, OR 97401 <i>I have been nearly hit a couple times on a bicycle, trying to get from Sherwood Place (which connects to the delta ponds bike bridge) to northbound Willagillespie north of Cal Young (a popular bike route along quiet residential streets). This is a key link between bike routes and should be addressed.</i>
121. Joy Marshall	5166 Alpine Loop, Eugene, OR 97405 <i>Thanks for this important work!</i>
122. Rex Fox	650 Kingswood Ave., Eugene, OR 97405 <i>Some sort of awareness program that emphasizes courtesy to all would solve almost all the problems. You don' t drive drunk, you use your blinkers to let everyone know your intentions (and not after slamming on your brakes and then signaling as you begin to turn), pay attention, yield to bikes and peds, don't behave aggressively, don't multi-task, etc.</i>

123. Stefan Michael Kwiatkowski	3525 Kinsrow Ave., Apt. 207, Eugene, OR 97401
<p><i>In Springfield, on Pioneer Parkway near the Safeway on Q street, at traffic light going between the twin EmX stations and the Safeway parking lot: the northbound traffic has way, WAY, too much "green time". I find it tempting to cross against the "don't walk" sign when I'm standing there waiting for it too change, it won't change because it is accommodating northbound vehicular traffic that doesn't exist!! Please reduce "green time" for non-existent northbound traffic at this intersection!! ... A similar story near the Agate Street EmX station in Eugene: I press the button on the southeast corner of the intersection with the intent of walking north and ONLY crossing HALF WAY to reach EmX. Yet when eastbound traffic is red-lighted here (eastbound would be THE ONLY direction of traffic in conflict with a pedestrian GOING TO THE island TRANSIT STATION, yet sign remains saying "don't walk" because it ASSUMES everyone crossing here wants to go all the way across Franklin to that hotel on NW corner, and it remains "don't walk" if west bound traffic has a green light, EVEN WHEN eastbound is simultaneously facing a red light!! When there's 30 minutes between EmX buses on Sundays or in evenings, I WILL NOT wait for westbound traffic that has nothing to do with where I'm going when I'm trying to catch that bus!! And the eastbound traffic that does interfere with my crossing halfway to catch EmX- it has too much green time, even when it doesn't exist, just like the north bound traffic near Safeway on Pioneer Parkway. ... My suggestions about Franklin and Agate: reduce green time for eastbound traffic that doesn't exist; also, please add a second pedestrian signal AT THE ISLAND for the transit station, and split up the cycling of the walk/don't walk cycles on the two sides of the island (north and south), I'm tired of waiting for traffic IN BOTH directions when I'm ONLY going HALFWAY to the island! It is NOT NECESSARY for me to wait for westbound traffic when my intent is to cross from the south side of Franklin and ONLY go to the transit station!!!</i></p>	
124. Wayne A. Wilson	1595 Buck St., Eugene, OR 97402
125. Tom Schneider	1199 N. Terry St., SPC 331, Eugene, OR 97402 <p><i>Walking is the basic form of transportation. It is part of every trip even those made by bike, bus or car. Encouraging walking by making it safer and more pleasant needs to be part of Eugene's long term re-education plans. When people walk at least some of the time, they are much better drivers. Drivers understand what its like to be on the bus, bike or just walking for some of their needs some of the time. There is no quick fix. It will take focused public education, resources for enforcement and infrastructure. Eugene can do this and encourage new people to move here to bring jobs to our economy needs.</i></p>
126. Nancy Brandenfels	3740 University St., Eugene, OR 97405 <p><i>This is so important for our economic growth</i></p>
127. Chris Archibald	2292 Shields Ave., Eugene, OR 97405 <p><i>Turning left on to Coburg Road from Harlow is very dangerous because of cars traveling from Harlow Road on to Pioneer Pike Road. ... Thanks!</i></p>
128. Tim Vignos	4620 Crescent Ridge Ln., Eugene, OR 97405
129. Jon Belcher	1243 Rome Ln., Eugene, OR 97404
130. James P. Lacey	2367 Emerald St., Eugene, OR 97403 <p><i>I've been hit by a car once in eugene. I was fortunate to not get seriously injured. Anything we can do to provide safer ways to ride bikes in the city</i></p>

131. Jolene C. Cox	10 Crest Dr., Eugene, OR 97405 <i>Crest and Willamette is a dangerous intersection for pedestrians. My disabled daughter and I have almost been hit by a driver, many times.</i>
132. Jennifer Smith	182 Sunset Dr., Eugene, OR 97403
133. Carol Vanlue	2859 Tomahawk Ln., Eugene, OR 97401
134. Seth May	3945 Oak St., Eugene, OR 97405 <i>Pearl & 13th ave, while riding my bike I've almost been hit by cars countless times as they try to make a left turn into the bank.</i>
135. Kayleen Hanna	1280-B E. 28 th Ave, Eugene OR 97403
136. Grace Parsons	1274 Sunny Dr., Eugene, OR 97404
137. Jean Tate	1375 Olive St. #510, Eugene, OR 97401
138. Kent Peterson	1199 West 11 th Ave., Eugene, OR 97402
139. Rachel Groff	987 Elm St., Junction City, OR 97448 <i>As a bicycle commuter I have noticed quite a bit of bike traffic up and down Highway 99, there are a great deal of people that live in Junction City and work in Eugene. Once you reach beltline there's a bike path you can pick up to get you deeper into Eugene. Unfortunately there is no bike path to safely get you to Eugene. I think building a bike path between the two cities would represent a great partnership between Junction City and Eugene and serve as a great example to our other outlying cities to form similar partnerships.</i>
140. Larry Cotton	520 Pacific Ave., Springfield, OR 97477
141. Carolyn Gsell	571 Dublin Ave., Eugene, OR 97404 <i>We need to increase education for all! People who never ride bicycles don't have a clue as to what a cyclist is up against when driving on the road with cars. Bicyclists who have never driven cars need to have a better understanding so they can avoid dangerous behaviors (like riding a bicycle the wrong way on a sidewalk down a one way street).</i>
142. John Q. Murray	4785 Fox Hollow Rd., Eugene, OR 97405 <i>Among the engineering approaches to help us achieve Vision Zero, I would like to recommend physical separation of bicycles from vehicles, as described at the website www.bicyclenetwork.com.au/general/for-government-and-business/2845/. Thank you!</i>
143. Julie Daniel	2875 Harris St., Eugene, OR 97405
144. Ruth Miller	85021 Lorane Hwy., Eugene, OR 97405 <i>I was almost hit by a "right hook" on 5th St. & Charnelton.</i>
145. John Coleman Flournoy	534 Sunnyside Dr., Unit A, Eugene, OR 97404
146. John V. Allcott, III, M.D.	2650 Cresta de Ruta, Eugene, OR 97403
147. Victoria Schneider	3245 West 16 th Ave., Eugene, OR 97402
148. Kaitlyn Grigsby-Hall	1840 August St., Eugene, OR 97403
149. Heather Sielicki	1555 East 31 st Ave., Eugene, OR 97405

<p>150. Celina Johnson Hess</p> <p><i>All the large intersections on the north side near the coburg bridge are a total nightmare. I'm a confident daily bike commuter and I can't count the number of times I've had scary situations at the oakway to coburg intersection (cars have right turn while bikes have pedestrian sign) and the intersection just past McMenamins north bank. The latter intersection has cars exiting the freeway and turning right while bikes have a pedestrian sign. Bikes can't see the cars, cars can't see the bikes and are coming fast off the freeway. It's a total death trap.</i></p>	<p>1190 Buff Way, Eugene, OR 97401</p>
<p>151. Christine Abbott</p> <p><i>Bike path should not end in dangerous places without some help for the users to continue their trips without deadly peril! Examples include northbound at Beltline and 99. The bike path ends in a spot where there is no crosswalk or even signal across 99. I used this path once, almost died trying to cross 99. ... Another nasty spot is the way Amazon Creek path ends at Green Hill, a heavily-traveled road with no shoulder. Another route tried once; lucky to be alive. Large side mirrors zooming inches from my shoulder. ... Try looking at the bicycle map and try to find a route to somewhere you need to go.</i></p>	<p>65 Willow Springs Dr., Eugene, OR 97404</p>
<p>152. Teresa McFerran</p>	<p>1168 Lorella Ave., Eugene, OR 97401</p>
<p>153. Carly Brynelson</p> <p><i>I'm so glad this conversation is on the table. The safer people feel to use alternative modes of transportation, the more we protect the environment and keep Eugene healthy and beautiful. Thank you.</i></p>	<p>2685 Oak St., Apt. 8, Eugene, OR 97405</p>
<p>154. Jessica Frink</p> <p><i>I love the improvements I've noticed recently (such as more signage to yield to peds and bikes and also more crosswalks with the blinking lights to signal someone is crossing), but there are a few unsafe locations I have been waiting for awhile to see improvements and I am surprised nothing has been done yet. The bike box on High and 7th needs to be painted green. So many motorists don't realize it is a bike box and will drive over it—this should be an easy fix! I would also like to see a bike box at the intersection of Gilham and Cal Young. I know this area of town doesn't seem as important, but a lot of bike commuters, including me, have to make a left hand turn here every day and it can be difficult when everyone is in a hurry to get to work. Finally, I would like to see more improvements in the Coburg/Oakway area as this is a major corridor for both motorists and pedestrians and cyclists. I have had several near misses with motorists trying to cross Southwood Lane because their light turns green at the same time peds and bikes get the "walk" signal. Even though there is a yield to peds/bikes sign for motorists, they are always in a hurry and rarely do. I have also seen several motorists turn right on red here even though there is a sign instructing them not to. There should at least be a delay for them or a light specifically for those turning right on Southward that is red when pedestrians are crossing so that we can cross safely before motorists start to turn. Additionally, on the bike path on the east side of Coburg Road, right after crossing Ferry Street Bridge, there are several homeless people that hang out underneath the overpass the bike path goes under before MLK Jr Blvd. The bike path turns left here and it is impossible to see around the corner ahead of time so that is really an unsafe location for them to all hang out. They wander in the middle of the path and don't pay attention to cyclists coming around. It is so congested here that I've avoided this section of the bike path and only cross Ferry Street Bridge on the west side just to avoid them.</i></p>	<p>1990 Terresa Ave., Eugene, OR 97408</p>

155. Lynn Lary	4190 Brae Burn Dr., Eugene, OR 97405 <i>We need enforcement when it comes to distracted driving. I cannot tell you how many people, and I'm not talking teenagers, are you talking on the phone or texting while behind the wheel. ... My second suggestion is to lower all speed limits in neighborhoods to 20mph. Tickets are not given unless people are going 10 miles over the speed limit, which currently means 35mph. This is too high especially on roads where there are blind curves. I know this firsthand, as I live on Braeburn Drive, which is one of the curvy, hilly streets in our city. Brookside is another example—it is dangerous to walk on these and other streets. ... Lastly, make the penalties so high for distracted driving and speeding that no one will want to receive a ticket. And then enforce the heck out of the laws.</i>
156. Ryan Garner	1520 Mist Ct., Eugene, OR 97402
157. Joshua Skov	2036 Willamette St., Eugene, OR 97405
158. Chelsea Whitney	75 Hatton Ave., Apt. 101, Eugene, OR 97404
159. Caroline Forell	40 West 20 th Ave., Eugene, OR 97405
160. Tuli Jakobson	557 Fenster St., Eugene, OR 97401
161. Andrew Kerr	2436 Emerald St., Eugene, OR 97403
162. Micah Sardell	1136 West 5 th Ave., Eugene, OR 97402
163. Michael McKern	1275-1/2 West 5 th Ave., Eugene, OR 97402
164. Sarah Mazze	534 Sunnyside Dr., Eugene, OR 97404
165. Philip Farrington	1160 Monroe St., Eugene, OR 97402
166. Gerry Gaydos	440 East Broadway, Suite 300, Eugene, OR 97401
167. Mary Joy Sahara	1438 Quaker St., Eugene, OR 97402
168. Thomas Fiorelli	260 West 6th Ave., Eugene, OR 97401 <i>11th & Charnelton—I pass this intersection every day on the way to school. Motorists regularly use the bike lane as a right turning lane. One time, when I was waiting at the light to continue south on Charnelton, I was struck by a motorist who was turning right and failed to see me going straight after the light changed. More accurately, I struck the side of their car. The only reason I was not severely injured was because I anticipated that they would turn and engaged my brakes in time to avoid a serious impact. Thank you for all you do!</i>
169. Janet Calvert	1062 Woodside Dr., Eugene, OR 97401 <i>Intersection of Coburg and MLK. Cars and busses go onto Coburg on yellow which means they are in the middle of the intersection when Coburg light is green. I think the new blinking red lights are confusing and put pedestrians, bikes and auto in danger. What is wrong with a simple red, yellow, green light that is activated by pedestrians and bikers? No doubt about what it means.</i>
170. Emily Farthing	1683 Victorian Way, Eugene, OR 97401 <i>Thank you for all you have done to make this possible!</i>
171. Edward Necker	173 East Hatton Ave., Eugene, OR 97440
172. Stephan Nance	1850 Monroe St., Eugene, OR 97402
173. Adam Caswell	1850 Monroe St., Eugene, OR 97402

Claim 52 on 10/23/2015

174. Mae Voeun	2543 Kincaid St., Eugene, OR 97405
175. Maggie Simons	2970 Onyx St., Eugene, OR 97403 <i>Education for UO bikers re: laws, signals, lights → SAFETY. ☺</i>
176. Kevin Gilbride	2970 Onyx St., Eugene, OR 97403 <i>Bike education courses for community centers! And for drivers!</i>
177. Dana Nichols	1657 Wilson St., Eugene, OR 97402 <i>18th Avenue! Unsafe!</i>
178. Ethan Stuckmayer	3462 Onyx Place, Eugene, OR 97405 <i>30th & Alder ... really all of Alder.</i>
179. Lauren Branon	1355 East 19 th Ave., Apt. 13, Eugene, OR 97403
180. Warren Clauss	3462 Onyx Place, Eugene, OR 97405
181. Kate Hammarback	237 Hambletonian Dr., Eugene, OR 97401 <i>Coburg Road is very hard to cross as a pedestrian.</i>
182. Eren Kavvas	1420 Villard St., Eugene, OR 97403 <i>No good routes to bike from campus to downtown! Danger!</i>

Zero Emissions Bus Forum on 11/10/15

183. Lowell Schneider	1828 Longview St., Eugene, OR 97403
-----------------------	-------------------------------------

Eugene Bicycle & Pedestrian Advisory Committee on 11/12/15

184. Eliza Kashinsky	925 West Broadway, Eugene, OR 97402
185. Amy Harter	1740 Tabor St., Eugene, OR 97401
186. Steve Rast	

Jefferson Westside Neighbors on 1/12/16

187. David Tobin	1055 West 18th Ave., Eugene, OR 97402 <i>3 friends in wheelchairs have been hit by vehicles. The pedestrian/bike crossing at 18th & Friendly is a great upgrade. Listen to public when to put input.</i>
188. Dave Hurst	970 Taylor St., Eugene, OR 97402
189. Tom Happy	1546 Charnelton St., Eugene, OR 97401 <i>Better + constant police enforcement.</i>
190. Bernie Maengen	370 West 17th Ave., Eugene, OR 97401 <i>Vehicles often don't obey the signals (walk sign) when pedestrians cross.</i>
191. Josh Kashinsky	925 West Broadway, Eugene, OR 97402
192. Rene Kane	254 West 14th Ave., Eugene, OR 97401
193. Anita Engiles	1122 West 11th Ave., Eugene, OR 97402

194. Jeff Lake	1468 Charnelton St., Eugene, OR 97401
195. Berry Broadbent	1627 Charnelton St., Eugene, OR 97401 <i>Crosswalk safety is a concern. I see bad behavior every day: even when pedestrians have the "walk" sign, drivers try to turn.</i>
196. Bryan Garcia	PO Box 1783, Eugene, OR 97440



Better Eugene-Springfield Transit

Board of Directors

Jon Belcher
Alexis Biddle
Chelsea Clinton
Kaitlyn Grigsby-Hall
Eric Gunderson
Pat Hocken
Shane MacRhodes
Bree Nicoletto
Brittany Quick-Warner
Brett Rowlett
Rob Zako

Board of Advisors

John Allcott
Susan Ban
Terry Beyer
Shawn Boles
Dan Bryant
Phil Carrasco
Julie Daniel
Rick Duncan
Tim Duy
Celeste Edman
Emily Eng
Mike Eyster
Nigel Francisco
David Funk
Gerry Gaydos
Beth Gerot
George Grier
Dean Huber
Art Johnson
Terry McDonald
DeLeesa Meashintubby
Tom Mulhern
Mia Nelson
Walt Norblad
Mark Pangborn
Sue Prichard
Matt Roberts
Marc Schlossberg
Tom Schneider
Joshua Skov
Jean Tate
Laurie Trieger
Kari Turner
Jenny Ulum
Carmen Urbina
John VanLandingham
Stefano Viggiano
Sue Wolling

March 16, 2016

Re: Draft resolution supporting Vision Zero

Dear Lane Transit District Board of Directors:

Thank you for your leadership to help make our streets safer for everyone.

In general, BEST supports LTD adopting a Vision Zero resolution.

But we urge you to direct staff to bring back a revised draft for possible adoption in April, incorporating the following suggestions:

1. **Title.** Choose an action-oriented title that summarizes the explicit outcome LTD hopes to achieve, for example:

A resolution adopting the Vision Zero goal to eliminate transportation-related fatalities and serious injuries, especially around bus stations and stops.

2. **Focus on people.** Throughout the resolution, use language that focuses on the safety of *people*: “people walking,” “people bicycling,” “people riding the bus,” “people using mobility devices,” etc.
3. **Vulnerable populations:** Add one or more whereas clauses noting that some of the people most vulnerable to transportation-related crashes—youth, seniors, low-income, disabled, etc.—are many of the same people who rely on public transit the most. Refer to Title VI.
4. **Need statement.** Add one or more whereas clauses describing the current need. In Lane County, 57 people were killed in transportation-related crashes in 2015, up from 45 in 2014, up from a longer-term average of 30 or so per year. Note that many of these fatalities involve people crossing the street near bus stops (for example, on Main Street in Springfield).
5. **LTD’s support for transportation options.** Add one or more whereas clauses noting that LTD isn’t merely a bus service operator. More broadly, LTD’s mission is to provide and support safe, practical and affordable *transportation options*.

P.O. Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransit

BEST’s mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of safe, practical, and affordable options for people to ride the bus, bicycle, and walk. BEST pursues this mission by educating the public, convening community leaders, helping forge consensus, and advocating in the public interest.

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

6. **LTD's existing policies.** The whereas clauses noting LTD's existing policies are good.
7. **Jurisdictions & partnerships.** Revise the whereas clauses related to partnerships with the cities of Eugene and Springfield and oversight of the region's Safe Routes to Schools programs to make clear that LTD has limited jurisdiction over transportation facilities and services in the region but nonetheless partners with others who have greater jurisdiction.
8. **Desired outcome.** Revise the final whereas clause to be more direct, for example:

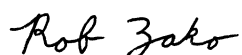
LTD wishes to adopt the Vision Zero goal to eliminate transportation-related fatalities and serious injuries, especially around bus stations and stops.
9. **All road users.** Revise the therefore clauses to not focus solely on people walking and bicycling (and using mobility devices): Even if not physically injured, people driving that are involved in crashes that injure or kill people crossing the street suffer emotional harm. It is essential that the resolution highlight that *everyone* sharing our streets has an interest in making them safer.

BEST requests that LTD keep the public record open for at least a week, until Wednesday, March 23, to allow time for us to work with your staff to suggest revised language for the EmX Steering Committee and you to consider in April.

LTD has an opportunity to be one of the first transit agencies in the country to formally adopt a Vision Zero resolution. As such, the adopted language can serve as a model for others to follow. Adopting language that clearly explains the problem and calls for specific actions will make plain LTD's commitment to those living and working in Lane County—and to those around the country looking to follow our lead.

Again, thank you for your leadership. BEST looks forward to working with your staff and the EmX Steering Committee to provide you with more specific suggestions.

For BEST,



Rob Zako
Executive Director
541-343-5201
rob@best-oregon.edu

P.S. For your convenience, we attach the comments we delivered in February.



Better Eugene-Springfield Transit

Board of Directors

Jon Belcher
Alexis Biddle
Chelsea Clinton
Kaitlyn Grigsby-Hall
Eric Gunderson
Pat Hocken
Shane MacRhodes
Bree Nicoletto
Brittany Quick-Warner
Brett Rowlett
Rob Zako

Board of Advisors

John Allcott
Susan Ban
Terry Beyer
Shawn Boles
Dan Bryant
Phil Carrasco
Julie Daniel
Rick Duncan
Tim Duy
Celeste Edman
Emily Eng
Mike Eyster
Nigel Francisco
David Funk
Gerry Gaydos
Beth Gerot
George Grier
Dean Huber
Art Johnson
Terry McDonald
DeLeesa Meashintubby
Tom Mulhern
Mia Nelson
Walt Norblad
Mark Pangborn
Sue Prichard
Matt Roberts
Marc Schlossberg
Tom Schneider
Joshua Skov
Jean Tate
Laurie Trieger
Kari Turner
Jenny Ulum
Carmen Urbina
John VanLandingham
Stefano Viggiano
Sue Wolling

February 2, 2016

CORRECTED

Re: Suggestions for Lane Transit District to pursue Vision Zero

Dear EmX Steering Committee members:

As you discuss how Lane Transit District might pursue Vision Zero, we offer three specific suggestions for your consideration.

1) Adopt Vision Zero goal, in particular, around bus stops

Like many communities around the country,¹ including the cities of Eugene, Portland, and Seattle,² and following the example of the San Francisco Municipal Transportation Authority (“Muni”),³ Lane Transit District could adopt the Vision Zero goal:

No loss of life or serious injury on our transit system is acceptable.

Indeed, safety is already part of LTD’s “Why Statement”:⁴

We practice safety and maintain safe and accessible vehicles, services, and facilities.

Safety is also a goal of LTD’s Long-Range Transit Plan:⁵

Goal 4: Maintain and Enhance Safety and Security of LTD’s Services.

But LTD could expand its area of interest beyond just its own vehicles, services, and facilities to encompass ensuring that riders can get to and from bus stops safely.

Indeed, LTD could emphasize that its core business isn’t to move buses from stop to stop but rather to help *people* get from door to door—safely.

2) Assess safety around bus stops

Beyond simply articulating the Vision Zero goal, LTD could conduct a comprehensive assessment of all its bus stops to assess how safe it is to get to and from these, with a focus on the safety of street crossings.

For example, LTD could develop a short list of criteria for safe street crossings at bus stops, perhaps leveraging the work of other jurisdictions. These could include:

- Proximity of marked crosswalk.

P.O. Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransit

BEST’s mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of safe, practical, and affordable options for people to ride the bus, bicycle, and walk. BEST pursues this mission by educating the public, convening community leaders, helping forge consensus, and advocating in the public interest.

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

- Presence of traffic signal or stop sign at crosswalk.
- Level and speed of motor vehicle traffic along route.

The result of this assessment could be a table of all bus stops maintained by LTD divided into three tiers of safety. For purposes of communication, a few examples from each tier could be highlighted to demonstrate what makes for a more or less safe crossing.

3) Work with partners to improve safety around bus stops

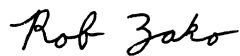
Note that the first two suggestions could be accomplished by LTD with little or no need to partner with other jurisdictions.

But after conducting the assessment, LTD would want to make problematic crossings safer. Insofar as such crossings are mostly controlled by other jurisdictions, LTD would need to work with its partners to first highlight and then begin addressing existing safety issues. Such work could be a combination of public calls for improvements and private interagency discussions about what can be done.

Ideally, such work would feed into efforts that the cities of Eugene and Springfield, Lane County, ODOT, and others have already started to make our streets safer for everyone. Ideally, the result—not overnight but over time—would be a transit system that LTD could proudly call one of the safest in the country, not only to ride but also to get to and from.

There are known best practices for designing safe transit streets and crosswalks.⁶

For BEST,



Rob Zako
Executive Director
541-343-5201
rob@best-oregon.edu

¹ Map of Vision Zero cities as of 12/11/2015. <http://visionzeronetWORK.org/map-of-vision-zero-cities/>

² Vision Zero: Transit is Part of the Solution. <http://seattletransitblog.com/2015/02/23/transit-and-taxis-are-critical-to-realize-vision-zero/>

³ “Safety is the SFMTA’s top priority and the agency is committed to doing all it can to safeguard the lives of people as they walk, bicycle, take transit and drive throughout the city. [In 2014], the SFMTA joined the San Francisco Board of Supervisors in adopting Vision Zero: a policy to eliminate all traffic deaths in San Francisco by 2024.” <http://www.sfmta.com/projects-planning/projects/vision-zero>

⁴ Why Statement. <http://www.ltd.org/why-statement/>

⁵ Long-Range Transit Plan. http://www.ltd.org/file_viewer.php?id=1063

⁶ Transit Street Design Guide. <http://nacto.org/transit-street-design-guide/>
Urban Street Design Guide: Transit Streets. <http://nacto.org/publication/urban-street-design-guide/street-design-elements/transit-streets/>
Urban Street Design Guide: Transit Corridor. <http://nacto.org/publication/urban-street-design-guide/streets/transit-corridor/>

Bus Stop Safety and Design Guidelines. http://nacto.org/wp-content/uploads/2015/04/bus_stop_safety_design_guidelines_kimley.pdf

TCRP Report 117: Design, Operation, and Safety of At-Grade Crossings of Exclusive Busways. http://nacto.org/wp-content/uploads/2015/04/tcrp_report_117_eccles.pdf



How does Vision Zero differ from the traditional traffic safety approach in U.S. communities?

American cities are adopting Vision Zero, drawn to its departure from traditional approaches to traffic safety. But what makes Vision Zero an innovative road safety policy with the potential to make our streets safe? In this case study we identify the key elements that distinguish Vision Zero.

1. Reframing traffic deaths as preventable
2. Focusing on system failure
3. Reducing the impact of collisions
4. Adopting a Safe System approach
5. Data-driven decision-making
6. Road safety as a social equity issue

Traffic Deaths are Preventable

Names provide shape and meaning, which is why the “zero” in Vision Zero is so important and represents a key means to shift away from the traditional traffic safety approach.

The Swedish architects of Vision Zero set zero as the “only justifiable fatality target for road traffic.” Calling out a vision of zero deaths (and, in some places, serious injuries) sends a strong message: traffic-related fatalities and injuries are not an inevitable and acceptable side-effect of the transportation system. With its name alone, Vision Zero fundamentally re-conceptualizes how we understand injuries and deaths on our streets as **preventable**.

As with other preventable public hazards (think measles, small pox and other diseases prevented through vaccines), Vision Zero calls us to be proactive; to identify risk and take steps to prevent injuries by designing the transportation system in a way that collisions won’t result in fatal or serious injury.

Focusing on System Failure

Solutions are responses to problems. Tired? Drink coffee! Need a break? Go on a walk! Traffic deaths and injuries? In the United States, individual road users—bad drivers, careless bicyclists, distracted pedestrians—have historically been presented as the problem, the cause of collisions. Consequently, solutions have focused on perfecting human behaviors through strategies like licensing, testing, education, training and media campaigns.

But in the Vision Zero framework, the road safety problem isn’t the individual, but rather the flaws in the transportation system—flaws that mean, for example, that cars can move at excessive speeds on city streets and incompatible road users (for instance, bicyclists and drivers) have to share the road.

In redefining the problem, we’re required to develop solutions that will impact the true culprit: an unforgiving street network that doesn’t take into

account that people make mistakes. The focus thus shifts from solutions focused on perfecting individual behavior to solutions focused on perfecting a transportation system that failed to protect people who made predictable errors. As the Swedish architects of Vision Zero state: **“In every situation a person might fail. The road system should not.”** We have to design a system for people, instead of asking people to adjust to an imperfect system.

Who perfects the flawed system? As Juan Martinez from the New York City Department of Transportation articulated in 2016: Engineers, public health professionals, policy and law enforcement must take responsibility for every death. His words serve as a moving call to action; a reminder that not only do system designers have the **ability** to create a system in which crashes do not result in fatal or serious injury, it is also their **responsibility**.

Individuals also have a responsibility in Vision Zero: road users are expected to be competent, alert, in compliance with the rules of the road and unimpaired by alcohol, drugs, distraction or fatigue—and they have the responsibility to demand and expect safety improvements from civil servants and elected officials.

Vision Zero means individuals should expect safe streets from their government, just as they do clean water or trash pick-up. This implies not only that public participation in transportation decision-making is central to Vision Zero, but also that cities must use communication and education to help generate collective action around the need for safer streets.

Washington D.C. engaged in a robust public process to draft their Vision Zero Action Plan. They hosted 10 community events, where nearly 2,700 people completed surveys to identify top safety concerns, and developed an online, crowdsourced **Safety Map** on which residents could identify hazardous locations and the conditions and behaviors they experienced there. The District’s **Vision Zero Action Plan** reflects a strong commitment to meaningful engagement and developing a plan that is grounded in the needs and experiences of D.C. residents.



From Engineering to a Public Health Perspective

While traditional approaches to transportation safety have prioritized reducing or preventing collisions, Vision Zero instead advocates for the focus to be **preventing injuries**.

Instead of asking “Why did that person crash?” the Vision Zero framework examines “Why was that person so seriously injured in the crash?” This change in thinking, from collision reduction to injury prevention, represents a significant shift from an **engineering to a public health perspective**.

Instead of preventing collisions, engineers work to ensure that no one is exposed to so much crash force (the force being what actually causes injury or death, not the collision itself) that they are seriously injured. So the vulnerability of the human body—not the collision itself—forms the basic parameter in the design of the transportation system.

This brings a moral imperative to the work. When we think in terms of people and injuries instead of collisions, it changes the question from “what can we do?” to “what must we do?”

A Systems Approach to Safety

Vision Zero takes a Safe System approach to road safety—a holistic view that requires people to think about the road system **in its entirety**, from infrastructure projects to institutions like government. It means understanding how “upstream factors” such as design guidelines, public participation, policy, and vehicle regulations all influence injuries and deaths. One of the ways cities are doing just this is by creating steering committees and task forces with representation from all the different actors involved.

The Safe System approach also examines how these different parts interact. To create a safe transportation system, street users, vehicles, and the transportation network have to be addressed in an integrated manner, through a wide range of interventions. We won’t achieve a safe system by just focusing on redesigning roads, unless we also manage the speeds on the roads and consider how policies, like automated enforcement, can assist in this effort.

Data-driven Decisions

Vision Zero is also different in its emphasis on data and data-driven decision-making. Approaching road safety from a Safe System perspective, we need to not only collect data on where and how crashes happen, but we need to also examine a wide range of additional inputs, such as the demographics of impacted communities, enforcement citations and hospital injury reports.

But it’s not enough to just collect the data. It’s imperative that the data be made available to the public in order to facilitate transparency and accountability and assist the public in monitoring progress toward zero.

The crowdsourced map created by **Washington D.C.** is a great example of increased data access and transparency. Additional examples include, **New York City’s Crash & Interventions Map**, which shows detailed information on traffic injury and fatality crashes in New York City and how the city is responding, and **San Francisco’s online project delivery tracking tool**, which allows anyone to track the City’s progress on its engineering commitments.

Note: Future case studies will explore how cities are using data to guide Vision Zero implementation.

Road Safety as a Social Equity Issue

Social equity is at the core of Vision Zero. Traffic collisions disproportionately impact vulnerable communities, including people of color, lower income individuals, seniors, children and people who walk, bike and use transit. Vision Zero addresses these inequities by prioritizing interventions in areas most in need of safety improvements.

Equity also means meaningfully engaging with these communities to empower them to be involved in the effort, and actively creating institutions and processes that incorporate vulnerable populations into decision-making processes.

Top Take-Away

While Vision Zero in American communities will surely look different than other countries that have adopted the Safe System approach, it is imperative to its success that it build on and be anchored in these core principles. Vision Zero is not just a catchy or hopeful campaign phrase. It is, indeed, a notably different way of ensuring people have the right to move about their communities safely.

Learn more and find additional case studies at www.visionzeronetwork.org



Better Eugene-Springfield Transit

SAFER STREETS FOR EVERYONE!

PLEDGE

- I will behave safely and responsibly at all times on public streets, respecting and empathizing with other people's need to get where they're going safely.
- I acknowledge that traveling on public streets can be risky, and I resolve to be alert to the surroundings.
- I also recognize the role of the roadways, paths, and sidewalks as public space in the community, not only a means for travel, and resolve to share the road with all users, whether they are traveling to a destination or enjoying the street appropriately as public space.
- I will be a good example, and I want my neighbors to slow down, say "hi," and join me in spreading the word.



Source: City of Portland, Oregon, www.portlandoregon.gov/transportation/article/534391

PETITION

On June 17, 2015, the Portland City Council approved a common-sense Vision Zero resolution, signifying the city's commitment to zero traffic fatalities and serious injuries; they are preventable, and no life should be lost on our city streets.

I call on the Eugene City Council to adopt a Vision Zero resolution to make our streets safer for everyone.

Source: City of Portland, Oregon, www.portlandoregon.gov/transportation/article/545880

Sunday Streets (Friendly area) on 9/20/2015

Note: This list was transcribed from the original handwritten petition sheets.

1.	Cody Franz	2885 Harlow Rd., Eugene, OR 97401
2.	Vicki Shaw	677 West 24 th Pl., Eugene, OR 97405 <i>I have been a bike commuter for 30 years in Eugene, and I ride in alleys because I don't think the bike lanes are safe.</i>
3.	Sue Wolling	108 High St., Eugene, OR 97401
4.	Camilla Carter	2497 West 14 th Ave., Eugene, OR 97402
5.	Susan Stumpf	1249 West 16 th Ave., Eugene, OR 97405
6.	Steve Bade	2011 Lincoln St., Eugene, OR 97405-2603 <i>Thanks</i>
7.	Betsy Ben	(no address) ☺
8.	Jessica Kessinger	(no address)
9.	Steve Mital	880 West 27 th Ave., Eugene, OR 97405 <i>Great idea! If Rob is for it, I'm for it.</i>
10.	Linda Sullcoe	131 C St., Apt. #12, Springfield, OR 94477
11.	Paul Dix	208 South K, Livingston, MT 59047
12.	Danielle Curran	1948 West 29 th Ave., Eugene, OR 97405
13.	Tom Jefferson	3645 East Amazon Dr., Eugene, OR 97405
14.	Duncan Rhodes	4001 Potter St. #201, Eugene, OR 97405
15.	Ken Cater	1010 Horn Ln, Eugene, OR 97404
16.	Seth Sadofsky	3065 Harris St., Eugene, OR 97405
17.	Alan Scholz	1195 West 19 th Ave., Eugene, OR 97402
18.	Theresa Scholz	1195 West 19 th Ave., Eugene, OR 97402
19.	David Villalobos	51 East 47 th Ave., Eugene, OR 97405
20.	Debora Kovensky	2190 Pierce St., Eugene, OR 97405-1623 <i>While commuting to work each day there are many close calls. Most of the time it includes drivers using their cell phones!</i>
21.	Luzia Rode	(no address)
22.	Dover Sikes	(no address)
23.	Rick Pasley	4075 Aerial Way #30, Eugene, OR 97402-8728
24.	Naoto Iwashita	1470 Villard St., Eugene, OR 97403
25.	Heidi Iwashita	1470 Villard St., Eugene, OR 97403
26.	Greg Rogers	2811 Madison St., Eugene, OR 97405 <i>Slower traffic.</i>
27.	L. Ponder	2780 Potter St., Eugene, OR 97405 <i>High Street (SEHS to river): Make ONE lane of CAR traffic and the part of the road be for 2-way BIKE ROAD with "Jersey Block" barrier between bikes & cars.</i>

57. Dina Rose	Eugene, OR 97402 <i>Better distinguish bike lanes vs. car.</i>
58. Danielle Triplett	Eugene, OR 97405
59. Arthur Lawnrezch	1370 East 25 th Ave., Eugene, OR 97403 <i>Crosswalks on Hilyard, not just implied crosswalks.</i>
60. Olivia Granach	1370 East 25 th Ave., Eugene, OR 97403 <i>Franklin for biking ... street on 24th by middle school needs light at Amazon bike path for pedestrians.</i>
61. Lee Miller	667 West 5 th Alley, Eugene, OR 97402
62. Rebecca Lewis	556 West 17 th Ave., Eugene, OR 97401
63. Nicole Parron	2423 Friendly St., Eugene, OR 97405 <i>The entire neighborhood lacks safe, publicly funded sidewalks that are both accessible AND visible with reflectors. ☺</i>
64. Gayle E. Ford	1910 Pierce St., Eugene, OR 97405
65. Sarah Rose Wenner	1453 West 18 th Ave. #116, Eugene, OR 97402 <i>On 11th and Commerce when the bus drops you off on the "Target" side there is no safe place for pedestrians to cross to Walmart.</i>
66. Bob Ferris	2510 Tyler St., Eugene, OR 97405
67. Jim Wilcox	205 West 31 st Ave., Eugene, OR 97405
68. Marina Hajek	2410 Madison St., Eugene, OR 97405 <i>Because safety is a matter of death and life.</i>
69. Josefina Hajek	2410 Madison St., Eugene, OR 97405
70. Marcia J. Cutler	835 West 24 th Ave., Eugene, OR 97405 <i>WAY too many pedestrian-by-car deaths this year!!!</i>
71. Laurie Trieger	2710 Polk St., Eugene, OR 97405
72. Rachel Forkos	485 East 33 rd Ave., Eugene, OR 97405
73. Marshall Wilde	3390 Potter St., Eugene, OR 97405
74. Piper Fahrney	50 North Monroe St., Eugene, OR 97402
75. Jennifer Hornsby	3065 Harris St., Eugene, OR 97405
76. Nancy Ellen Locke	1130 West 25 th Ave., Eugene, OR 97405 <i>Keep us Safe! ... [personal experiences?] Eeeeeeeeeeeek!</i>
77. Greg Giesy	42 West 19 th Ave., Eugene, OR 97401
78. Christopher S.	1235 West 28 th Ave., Eugene, OR 97405
79. Nathan Schulman	842 Jefferson St., Eugene, OR 97402 <i>West Eugene ... Jefferson ... 8th Avenue.</i>

103. Steven Korin	53 Sunnyside Dr., Eugene, OR 97404 <i>Slow down River Road and give seperated bike lanes. We need more access to cross River Road to get to the River path. polk st needs more bike protection as well</i>
104. Beth Stein	3135 Portland St., Eugene, OR 97405
105. Joanna (Jo) Rodgers	2145 Garfield St., Eugene, OR 97405 <i>Safer streets = more bikers, more walkers = fewer cars = less pollution + more connection = stronger community ... That is good math!</i>
106. Kristopher Cahoon	on Mill Street near 34 th Place, Eugene, OR 97405
107. Emily Fiocco	2565 Laurelwood Dr., Eugene, OR 97403
108. Kurt Jensen	1672 Happy Ln., Eugene, OR 97401
109. Charlie Van Deusen	1583 Happy Ln., Eugene, OR 97401 <i>Suggestion: Keep the bike symbol one way arrow painted in the bike lanes. ... Also, gravel trucks spill gravel onto the shoulder, making it unsafe for bikes. Maybe the gravel companies should sweep more often.</i>
110. Abigail Tennenbaum	2769 Jackson St., Eugene, OR 97405
111. Jacqueline Murdoff	3309 Westward Ho Ave., Eugene, OR 97401
112. Jill Lampson	369 Van Duyn St., Eugene, OR 97401
113. Robert James Zumwalt	3823 E St., Springfield, OR 97478 <i>We need to enforce the 3-foot rule to cars who pass bicycles or buzz cyclist, I ride down Main Street to Eugene on to Franklin the cars, trucks and buses pass me as close as 1 foot or less and some of the diesel trucks will punch it to cause the truck to smoke on me this is making it unsafe for cyclist</i>
114. Robert	29427
115. Christopher Davis Kuhn	2996 Ferry St., Eugene, OR 97405
116. Laurie Bernstein	2745 Kincaid St., Eugene, OR 97405
117. Joshua A. Newman	150 W. 24 th Place, Eugene, OR 97405
118. Greyson Murdoff	845 E. 43 rd Ave., Eugene, OR 97405
119. Kari Turner	2240 Bedford Way, Eugene, OR 97401 <i>Safer streets for everyone is important!</i>
120. Isaac Meyer	1970 Ridgeway Dr., Eugene, OR 97401 <i>I have been nearly hit a couple times on a bicycle, trying to get from Sherwood Place (which connects to the delta ponds bike bridge) to northbound Willagillespie north of Cal Young (a popular bike route along quiet residential streets). This is a key link between bike routes and should be addressed.</i>
121. Joy Marshall	5166 Alpine Loop, Eugene, OR 97405 <i>Thanks for this important work!</i>
122. Rex Fox	650 Kingswood Ave., Eugene, OR 97405 <i>Some sort of awareness program that emphasizes courtesy to all would solve almost all the problems. You don' t drive drunk, you use your blinkers to let everyone know your intentions (and not after slamming on your brakes and then signaling as you begin to turn), pay attention, yield to bikes and peds, don't behave aggressively, don't multi-task, etc.</i>

131. Jolene C. Cox	10 Crest Dr., Eugene, OR 97405 <i>Crest and Willamette is a dangerous intersection for pedestrians. My disabled daughter and I have almost been hit by a driver, many times.</i>
132. Jennifer Smith	182 Sunset Dr., Eugene, OR 97403
133. Carol Vanlue	2859 Tomahawk Ln., Eugene, OR 97401
134. Seth May	3945 Oak St., Eugene, OR 97405 <i>Pearl & 13th ave, while riding my bike I've almost been hit by cars countless times as they try to make a left turn into the bank.</i>
135. Kayleen Hanna	1280-B E. 28 th Ave, Eugene OR 97403
136. Grace Parsons	1274 Sunny Dr., Eugene, OR 97404
137. Jean Tate	1375 Olive St. #510, Eugene, OR 97401
138. Kent Peterson	1199 West 11 th Ave., Eugene, OR 97402
139. Rachel Groff	987 Elm St., Junction City, OR 97448 <i>As a bicycle commuter I have noticed quite a bit of bike traffic up and down Highway 99, there are a great deal of people that live in Junction City and work in Eugene. Once you reach beltline there's a bike path you can pick up to get you deeper into Eugene. Unfortunately there is no bike path to safely get you to Eugene. I think building a bike path between the two cities would represent a great partnership between Junction City and Eugene and serve as a great example to our other outlying cities to form similar partnerships.</i>
140. Larry Cotton	520 Pacific Ave., Springfield, OR 97477
141. Carolyn Gsell	571 Dublin Ave., Eugene, OR 97404 <i>We need to increase education for all! People who never ride bicycles don't have a clue as to what a cyclist is up against when driving on the road with cars. Bicyclists who have never driven cars need to have a better understanding so they can avoid dangerous behaviors (like riding a bicycle the wrong way on a sidewalk down a one way street).</i>
142. John Q. Murray	4785 Fox Hollow Rd., Eugene, OR 97405 <i>Among the engineering approaches to help us achieve Vision Zero, I would like to recommend physical separation of bicycles from vehicles, as described at the website www.bicyclenetwork.com.au/general/for-government-and-business/2845/. Thank you!</i>
143. Julie Daniel	2875 Harris St., Eugene, OR 97405
144. Ruth Miller	85021 Lorane Hwy., Eugene, OR 97405 <i>I was almost hit by a "right hook" on 5th St. & Charnelton.</i>
145. John Coleman Flournoy	534 Sunnyside Dr., Unit A, Eugene, OR 97404
146. John V. Allcott, III, M.D.	2650 Cresta de Ruta, Eugene, OR 97403
147. Victoria Schneider	3245 West 16 th Ave., Eugene, OR 97402
148. Kaitlyn Grigsby-Hall	1840 August St., Eugene, OR 97403
149. Heather Sielicki	1555 East 31 st Ave., Eugene, OR 97405

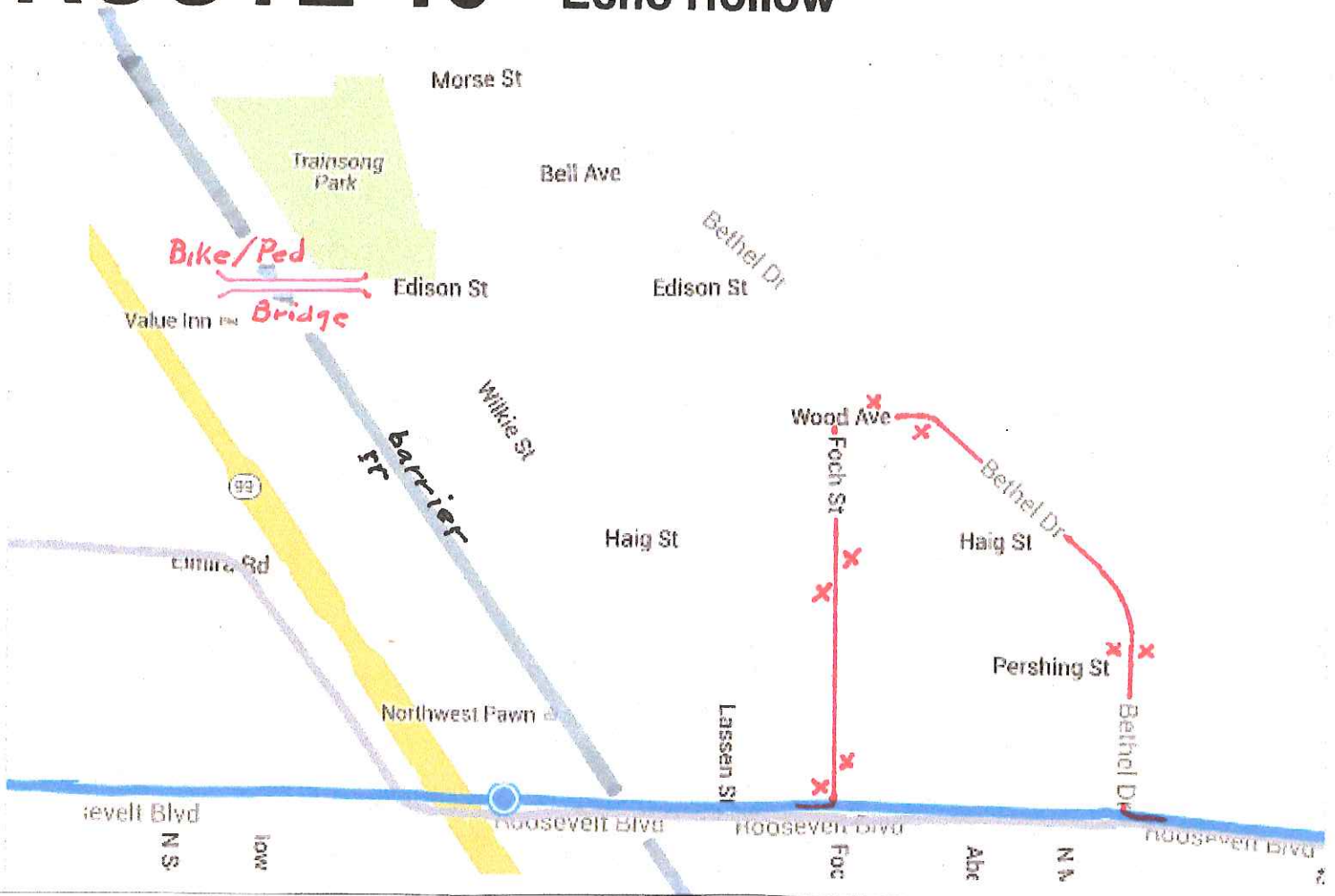
155. Lynn Lary	4190 Brae Burn Dr., Eugene, OR 97405
<i>We need enforcement when it comes to distracted driving. I cannot tell you how many people, and I'm not talking teenagers, are you talking on the phone or texting while behind the wheel. ... My second suggestion is to lower all speed limits in neighborhoods to 20mph. Tickets are not given unless people are going 10 miles over the speed limit, which currently means 35mph. This is too high especially on roads where there are blind curves. I know this firsthand, as I live on Braeburn Drive, which is one of the curvy, hilly streets in our city. Brookside is another example—it is dangerous to walk on these and other streets. ... Lastly, make the penalties so high for distracted driving and speeding that no one will want to receive a ticket. And then enforce the heck out of the laws.</i>	
156. Ryan Garner	1520 Mist Ct., Eugene, OR 97402
157. Joshua Skov	2036 Willamette St., Eugene, OR 97405
158. Chelsea Whitney	75 Hatton Ave., Apt. 101, Eugene, OR 97404
159. Caroline Forell	40 West 20 th Ave., Eugene, OR 97405
160. Tuli Jakobson	557 Fenster St., Eugene, OR 97401
161. Andrew Kerr	2436 Emerald St., Eugene, OR 97403
162. Micah Sardell	1136 West 5 th Ave., Eugene, OR 97402
163. Michael McKern	1275-1/2 West 5 th Ave., Eugene, OR 97402
164. Sarah Mazze	534 Sunnyside Dr., Eugene, OR 97404
165. Philip Farrington	1160 Monroe St., Eugene, OR 97402
166. Gerry Gaydos	440 East Broadway, Suite 300, Eugene, OR 97401
167. Mary Joy Sahara	1438 Quaker St., Eugene, OR 97402
168. Thomas Fiorelli	260 West 6th Ave., Eugene, OR 97401
<i>11th & Charnelton—I pass this intersection every day on the way to school. Motorists regularly use the bike lane as a right turning lane. One time, when I was waiting at the light to continue south on Charnelton, I was struck by a motorist who was turning right and failed to see me going straight after the light changed. More accurately, I struck the side of their car. The only reason I was not severely injured was because I anticipated that they would turn and engaged my brakes in time to avoid a serious impact. Thank you for all you do!</i>	
169. Janet Calvert	1062 Woodside Dr., Eugene, OR 97401
<i>Intersection of Coburg and MLK. Cars and busses go onto Coburg on yellow which means they are in the middle of the intersection when Coburg light is green. I think the new blinking red lights are confusing and put pedestrians, bikes and auto in danger. What is wrong with a simple red, yellow, green light that is activated by pedestrians and bikers? No doubt about what it means.</i>	
170. Emily Farthing	1683 Victorian Way, Eugene, OR 97401
<i>Thank you for all you have done to make this possible!</i>	
171. Edward Necker	173 East Hatton Ave., Eugene, OR 97440
172. Stephan Nance	1850 Monroe St., Eugene, OR 97402
173. Adam Caswell	1850 Monroe St., Eugene, OR 97402

194. Jeff Lake	1468 Charnelton St., Eugene, OR 97401
195. Berry Broadbent	1627 Charnelton St., Eugene, OR 97401 <i>Crosswalk safety is a concern. I see bad behavior every day: even when pedestrians have the "walk" sign, drivers try to turn.</i>
196. Bryan Garcia	PO Box 1783, Eugene, OR 97440



HOME > 40 - ECHO HOLLOW

ROUTE 40 Echo Hollow



Proposed Bike/Pedestrian Bridge over the barrier comprised of multi-track railroad, deep ravine creek and tall business walls. This serves as our "only" access to proposed Highway 99 EMX, a badly needed evacuation route for Trainsong, and continuation of the dead-ended Bike Route from Bethel Drive.

Also shown an alternative loop for the 40 Route with suggested bus stops

Prepared by Cliff Gray
 2622 Bell Avenue
 Eugene, OR 97402
 (541) 653-9525
darkgray@aol.com



Better Eugene-Springfield Transit

Board of Directors

Jon Belcher
Alexis Biddle
Chelsea Clinton
Kaitlyn Grigsby-Hall
Eric Gunderson
Pat Hocken
Shane MacRhodes
Bree Nicoletto
Brittany Quick-Warner
Brett Rowlett
Rob Zako

Board of Advisors

John Allcott
Susan Ban
Terry Beyer
Shawn Boles
Dan Bryant
Phil Carrasco
Julie Daniel
Rick Duncan
Tim Duy
Celeste Edman
Emily Eng
Mike Eyster
Nigel Francisco
David Funk
Gerry Gaydos
Beth Gerot
George Grier
Dean Huber
Art Johnson
Terry McDonald
DeLeesa Meashintubby
Tom Mulhern
Mia Nelson
Walt Norblad
Mark Pangborn
Sue Prichard
Matt Roberts
Marc Schlossberg
Tom Schneider
Joshua Skov
Jean Tate
Laurie Trieger
Kari Turner
Jenny Ulum
Carmen Urbina
John VanLandingham
Stefano Viggiano
Sue Wolling

March 16, 2016

Re: Draft resolution supporting Vision Zero

Dear Lane Transit District Board of Directors:

Thank you for your leadership to help make our streets safer for everyone.

In general, BEST supports LTD adopting a Vision Zero resolution.

But we urge you to direct staff to bring back a revised draft for possible adoption in April, incorporating the following suggestions:

1. **Title.** Choose an action-oriented title that summarizes the explicit outcome LTD hopes to achieve, for example:

A resolution adopting the Vision Zero goal to eliminate transportation-related fatalities and serious injuries, especially around bus stations and stops.

2. **Focus on people.** Throughout the resolution, use language that focuses on the safety of *people*: “people walking,” “people bicycling,” “people riding the bus,” “people using mobility devices,” etc.
3. **Vulnerable populations:** Add one or more whereas clauses noting that some of the people most vulnerable to transportation-related crashes—youth, seniors, low-income, disabled, etc.—are many of the same people who rely on public transit the most. Refer to Title VI.
4. **Need statement.** Add one or more whereas clauses describing the current need. In Lane County, 57 people were killed in transportation-related crashes in 2015, up from 45 in 2014, up from a longer-term average of 30 or so per year. Note that many of these fatalities involve people crossing the street near bus stops (for example, on Main Street in Springfield).
5. **LTD’s support for transportation options.** Add one or more whereas clauses noting that LTD isn’t merely a bus service operator. More broadly, LTD’s mission is to provide and support safe, practical and affordable *transportation options*.

P.O. Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransit

BEST’s mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of safe, practical, and affordable options for people to ride the bus, bicycle, and walk. BEST pursues this mission by educating the public, convening community leaders, helping forge consensus, and advocating in the public interest.

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

LTD REGULAR BOARD MEETING - PUBLIC HEARING TESTIMONY HANDOUT

Presented by BEST

March 16, 2016 Page 1 of 4

6. **LTD's existing policies.** The whereas clauses noting LTD's existing policies are good.
7. **Jurisdictions & partnerships.** Revise the whereas clauses related to partnerships with the cities of Eugene and Springfield and oversight of the region's Safe Routes to Schools programs to make clear that LTD has limited jurisdiction over transportation facilities and services in the region but nonetheless partners with others who have greater jurisdiction.
8. **Desired outcome.** Revise the final whereas clause to be more direct, for example:


LTD wishes to adopt the Vision Zero goal to eliminate transportation-related fatalities and serious injuries, especially around bus stations and stops.
9. **All road users.** Revise the therefore clauses to not focus solely on people walking and bicycling (and using mobility devices): Even if not physically injured, people driving involved in crashes that injure or kill people crossing the street suffer emotional harm. It is essential that the resolution highlight that *everyone* sharing our streets have an interest in making them safer.

BEST requests that LTD keep the public record open for at least a week, until Wednesday, March 23, to allow time for us to work with your staff to suggest revised language for the EmX Steering Committee and you to consider in April.

LTD has an opportunity to be one of the first transit agencies in the country to formally adopt a Vision Zero resolution. As such, the adopted language can serve as a model for others to follow. Adopting language that clearly explains the problem and calls for specific actions will make plain LTD's commitment to those living and working in Lane County—and to those around the country looking to follow our lead.

Again, thank you for your leadership. BEST looks forward to working with your staff and the EmX Steering Committee to provide you with more specific suggestions.

For BEST,



Rob Zako
Executive Director
541-343-5201
rob@best-oregon.edu

P.S. For your convenience, we attach the comments we delivered in February.



Better Eugene-Springfield Transit

Board of Directors

- Jon Belcher
Alexis Biddle
Chelsea Clinton
Kaitlyn Grigsby-Hall
Eric Gunderson
Pat Hocken
Shane MacRhodes
Bree Nicoletto
Brittany Quick-Warner
Brett Rowlett
Rob Zako

Board of Advisors

- John Allcott
Susan Ban
Terry Beyer
Shawn Boles
Dan Bryant
Phil Carrasco
Julie Daniel
Rick Duncan
Tim Duy
Celeste Edman
Emily Eng
Mike Eyster
Nigel Francisco
David Funk
Gerry Gaydos
Beth Gerot
George Grier
Dean Huber
Art Johnson
Terry McDonald
DeLeesa Meashintubby
Tom Mulhern
Mia Nelson
Walt Norblad
Mark Pangborn
Sue Prichard
Matt Roberts
Marc Schlossberg
Tom Schneider
Joshua Skov
Jean Tate
Laurie Trieger
Kari Turner
Jenny Ulum
Carmen Urbina
John VanLandingham
Stefano Viggiano
Sue Wolling

February 2, 2016

CORRECTED

Re: Suggestions for Lane Transit District to pursue Vision Zero

Dear EmX Steering Committee members:

As you discuss how Lane Transit District might pursue Vision Zero, we offer three specific suggestions for your consideration.

1) Adopt Vision Zero goal, in particular, around bus stops

Like many communities around the country, including the cities of Eugene, Portland, and Seattle, and following the example of the San Francisco Municipal Transportation Authority ("Muni"), Lane Transit District could adopt the Vision Zero goal:

No loss of life or serious injury on our transit system is acceptable.

Indeed, safety is already part of LTD's "Why Statement":

We practice safety and maintain safe and accessible vehicles, services, and facilities.

Safety is also a goal of LTD's Long-Range Transit Plan:

Goal 4: Maintain and Enhance Safety and Security of LTD's Services.

But LTD could expand its area of interest beyond just its own vehicles, services, and facilities to encompass ensuring that riders can get to and from bus stops safely.

Indeed, LTD could emphasize that its core business isn't to move buses from stop to stop but rather to help people get from door to door—safely.

2) Assess safety around bus stops

Beyond simply articulating the Vision Zero goal, LTD could conduct a comprehensive assessment of all its bus stops to assess how safe it is to get to and from these, with a focus on the safety of street crossings.

For example, LTD could develop a short list of criteria for safe street crossings at bus stops, perhaps leveraging the work of other jurisdictions. These could include:

- Proximity of marked crosswalk.

P.O. Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransit

BEST's mission is to promote a thriving, equitable, and sustainable Eugene-Springfield area with a world-class network of safe, practical, and affordable options for people to ride the bus, bicycle, and walk. BEST pursues this mission by educating the public, convening community leaders, helping forge consensus, and advocating in the public interest.

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

LTD REGULAR BOARD MEETING - PUBLIC HEARING TESTIMONY HANDOUT

Presented by BEST

- Presence of traffic signal or stop sign at crosswalk.
- Level and speed of motor vehicle traffic along route.

The result of this assessment could be a table of all bus stops maintained by LTD divided into three tiers of safety. For purposes of communication, a few examples from each tier could be highlighted to demonstrate what makes for a more or less safe crossing.

3) Work with partners to improve safety around bus stops

Note that the first two suggestions could be accomplished by LTD with little or no need to partner with other jurisdictions.

But after conducting the assessment, LTD would want to make problematic crossings safer. Insofar as such crossings are mostly controlled by other jurisdictions, LTD would need to work with its partners to first highlight and then begin addressing existing safety issues. Such work could be a combination of public calls for improvements and private interagency discussions about what can be done.

Ideally, such work would feed into efforts that the cities of Eugene and Springfield, Lane County, ODOT, and others have already started to make our streets safer for everyone. Ideally, the result—not overnight but over time—would be a transit system that LTD could proudly call one of the safest in the country, not only to ride but also to get to and from.

There are known best practices for designing safe transit streets and crosswalks.⁶

For BEST,

Rob Zako

Rob Zako
Executive Director
541-343-5201
rob@best-oregon.edu

¹ Map of Vision Zero cities as of 12/11/2015. <http://visionzeronetwork.org/map-of-vision-zero-cities/>

² Vision Zero: Transit is Part of the Solution. <http://seattletransitblog.com/2015/02/23/transit-and-taxis-are-critical-to-realize-vision-zero/>

³ "Safety is the SFMTA's top priority and the agency is committed to doing all it can to safeguard the lives of people as they walk, bicycle, take transit and drive throughout the city. [In 2014], the SFMTA joined the San Francisco Board of Supervisors in adopting Vision Zero: a policy to eliminate all traffic deaths in San Francisco by 2024." <http://www.sfmta.com/projects-planning/projects/vision-zero>

⁴ Why Statement. <http://www.ltd.org/why-statement/>

⁵ Long-Range Transit Plan. http://www.ltd.org/file_viewer.php?id=1063

⁶ Transit Street Design Guide. <http://nacto.org/transit-street-design-guide/>
Urban Street Design Guide: Transit Streets. <http://nacto.org/publication/urban-street-design-guide/street-design-elements/transit-streets/>
Urban Street Design Guide: Transit Corridor. <http://nacto.org/publication/urban-street-design-guide/streets/transit-corridor/>

Bus Stop Safety and Design Guidelines. http://nacto.org/wp-content/uploads/2015/04/bus_stop_safety_design_guidelines_kimley.pdf

TCRP Report 117: Design, Operation, and Safety of At-Grade Crossings of Exclusive Busways. http://nacto.org/wp-content/uploads/2015/04/tcrp_report_117_eccles.pdf

Since 2010 Our Money Our Transit has repeatedly asked this Board and the former general Manager to concentrate on providing complete basic bus service to our community. Basic and comprehensive community wide service would be the most valuable and usable service to LTD's core customers. 55% of them whom who do not drive and have no other option. We have numerous times addressed the board publicly and specifically requested restoration of service to the low income Firwood Village apartments on Brewer Ave. Service to this vulnerable population was discontinued during the 19% service cuts implemented in 2010, which is now over 5 years ago. Now nearby Bascom Village joins the list of low income housing that does not have but token service available. LTD service is not even in front of these facilities forcing them to walk to bus service. LTD continually ignores the most basic tenet of its charter to first maintain and provide service to low income housing. It chooses instead to concentrate on high frequency transit, adding administrative personnel and grabbing for tax dollars that it fails to spend on low income transit. The Board, instead of directing LTD management to provide full service to low income housing (at LTD's own estimated cost of \$80,000 per year) had instead approved a \$900,000 Airport service that has just 30 boarding's a week. Airport service is an obvious boondoggle that LTD staff repeatedly had acknowledged was not viable. As soon as a plan was hatched to siphon an additional \$600,000 tax dollars from both the Airport and LCC budgets, LTD declared airport service viable. This despite obvious fact the service would miss all early and late flights while still costing taxpayers \$900,000. Apparently virtually no LCC students use this service which makes this a complete waste of money for that organization. LTD of course does charge administrative staff and overhead to this ridiculous experiment. How can any credible annual route review fail to include these most important low income housing facilities. A more important question the board should have is why after spending millions on EmX, is the ridership down 16-18% since 2012. This even after current ridership numbers were padded by transferring special services into regular route service a couple years ago. Perhaps LTD and this board should give more than lip service to their mission statement and provide basic comprehensive bus service instead of expensive high frequency with low coverage service. We ask you start with low income service restoration in this route review.

Our Money Our Transit
Bob Macherione
1994 Brewer Eugene Or 97401

DRIFTWOOD SHORES

HECETA BEACH RD.

CLEAR LAKE

MUNSEL LAKE

SANDPINES
GOLF

35th ST.

AIRPORT

FLORENCE

CITY HALL

LIBRARY

HOSPITAL

OLD TOWN

HIGHWAY

COAST

RHODODENDREN DR.

EUGENE

MAPLETON WALTON NOTI

SIUSLAW RIVER

FLORENCE ROUTE PROPOSAL

JUDY MORSE

541 - 3446302

(Not in scale)