



LANE TRANSIT DISTRICT BOARD OF DIRECTORS WORK SESSION

Wednesday, March 18, 2020
3:30 – 5:00 p.m.

**Downtown Athletic Club
Ballroom**
999 Willamette St, Eugene

COVID-19 NOTIFICATION

Individuals who are sick or considered vulnerable to the COVID-19, should stay home. Individuals displaying signs of coughing may be asked to leave.

Regular hand washing and use of hand sanitizers is strongly encouraged.

Live web streaming of this meeting is being considered, please check back at www.ltd.org on the Events Calendar for updated information.

No public testimony will be heard at this meeting.

AGENDA

| Time | ITEM | Page |
|-----------|---|------|
| 3:30 p.m. | I. CALL TO ORDER | |
| 3:31 p.m. | II. ROLL CALL <input type="checkbox"/> Carl Yeh (President) <input type="checkbox"/> Kate Reid (Vice President) <input type="checkbox"/> Joshua Skov (Secretary) <input type="checkbox"/> Don Nordin (Treasurer) <input type="checkbox"/> Caitlin Vargas <input type="checkbox"/> Steven Yett <input type="checkbox"/> Emily Secord | |
| 3:32 p.m. | III. COMMENTS FROM BOARD PRESIDENT <i>This agenda item provides an opportunity for the Board president to formally communicate with the Board on any current topics or items that may need consideration.</i> | |
| 3:33 p.m. | IV. COMMENTS FROM THE GENERAL MANAGER <i>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.</i> | |
| 3:34 p.m. | V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA <i>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.</i> | |
| | VI. ITEMS FOR INFORMATION | |
| 3:35 p.m. | A. TRANSIT TOMORROW WORK SESSION UPDATE : <i>Materials Provided as a Handout</i> [Tom Schwetz] Action Needed: Discussion Staff will provide the Board with a Transit Tomorrow update that will include an enhanced version of Proposal One and a new option, Proposal Two. | |
| 5:00 p.m. | VII. ADJOURNMENT <i>The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).</i> | |



AGENDA ITEM SUMMARY

DATE OF MEETING: March 18, 2020

ITEM TITLE: TRANSIT TOMORROW WORKSESSION – UPDATE

PREPARED BY: Tom Schwetz, Director of Planning and Development

DIRECTOR: Aurora Jackson, General Manager

ACTION REQUESTED: Information and Discussion

PURPOSE: The Board will receive a Transit Tomorrow update that will include an enhanced version of Proposal One and a new option, Proposal Two.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information for a future decision.

HISTORY: At the request of the Board in early 2018, LTD staff and its consultants kicked off Transit Tomorrow, an evaluation of LTD's services, their performance, and the values they reflect. Though the District had adjustments through annual reviews of route performance and has implemented larger changes to fixed-route transit service through EmX projects, Transit Tomorrow marked the first comprehensive look at the entire network in almost twenty years.

In the years since the last comprehensive review, LTD's travel times for most routes had increased due to corridor congestion, and overall ridership trended down each year since 2011. Additionally, the community's goals for growth, increased equity of access to jobs, education and services, and environmental sustainability became clearer and more urgent. Whether LTD's services still reflected the community's values and priorities for transit service were a key question at the center of the analysis.

Through stakeholder workshops, tabling at transit stations, presentations to community groups, committees, and elected bodies, Transit Tomorrow gathered stakeholder and public input expressing a clear interest for LTD to allocate its available resources to expand access to frequent fixed-route service and to provide improved night and weekend access to transit.

Transit Tomorrow was developed in two phases and included two public outreach efforts as highlighted below.

- May 2018 the *Choices Report* was published
- June through August, 2018: Community Engagement, Phase 1
- January 2019: *Scenarios Report* was published
- January through February 2019: Community Engagement, Phase 2

At its March 20, 2019, Meeting, the LTD Board of Directors adopted a resolution directing staff to develop a fixed-route service scenario for the Eugene/Springfield metropolitan area that focused 80-85 percent of the metro area resources on ridership-oriented (frequent) transit service, 15-20 percent on coverage service, with up to 5 percent on non-fixed-route mobility options.

To implement this policy direction, project consultants from JWA led a Core Design Retreat on March 21-22, 2019. Technical staff from Eugene, Springfield, Oregon Department of Transportation (ODOT), Lane Council of Governments (LCOG), LTD staff, a UO Parking and Transportation representative, and Better Eugene-Springfield Transportation (BEST) staff participated in the intensive two-day workshop to develop a draft preferred scenario. Briefings, opened to the broader public, were held at the end of each workshop day to summarize the work completed and to evaluate potential challenges as the designs developed. Local leaders, including LTD Board members, community members, and agency staff from LTD and its partners participated in the 4pm daily briefings.

The initial proposed network sought improvements to the usefulness of transit services while increasing access to transit service across the region for a majority of jobs and residents, reflecting community values and priorities as well as the current conditions in the Eugene-Springfield metro area.

At its August 21, 2019, meeting, the board adopted LTD Resolution No. 2019-08-21-050 approving the advancement of the proposed network for further study and implementation planning. At its November 20 meeting, after significant discussion, the Board directed staff to extend the scheduled outreach and decision timeframe to allow staff to 1) conduct robust outreach, and 2) to bring back to the Board a network proposal that provides some mitigation for areas that would lose service under the current proposed transit network.

At its January 7, 2020, meeting SPC discussed the Transit Tomorrow decision-making framework. At that meeting, SPC passed the following recommendation to the LTD Board:

- provide staff with a strong and clear directive to continue pursuing a higher ridership model,
- engage in an intentional and iterative public involvement process that:
 - presented the benefits of a higher ridership model,
 - proactively targets people who stand to gain or lose service from the proposal, as well as key stakeholders, and engages them in the process,
 - provides opportunities to give specific feedback on the proposed network change, and
 - incorporates this feedback into an updated version of the network,
 - includes holding another stakeholder forum.

Staff have enhanced the first proposal, Enhanced Proposal 1, and developed a second proposed network, Proposal 2, that addresses the board's request for a network with additional coverage service (approximately 70-75 percent of the metro area resources on ridership-oriented (frequent) transit service, and 25-30 percent on coverage service). Both proposed networks will be presented to the board during the worksession. In addition, staff have developed a new communications plan to accomplish the following goals:

- Have a conversation with the community about why we have undertaken this project,
- Engage our broad and diverse community on emerging alternatives, and
- Present meaningful feedback to the Board for consideration in its decision on a new transit network.

A short presentation will be provided to review network options and related communications plan.

CONSIDERATIONS:

- LTD's travel times for most routes have increased due to corridor congestion, and overall ridership has trended down each year since 2011.
- Community goals for growth, increasing the equity of access to jobs, education and services, and environmental sustainability have become clearer and more urgent.
- Staff has gathered stakeholder and public input expressing a desire for LTD to allocate its available resources to expand access to frequent fixed-route service and to provide improved night and weekend access to transit.
- The Board directed staff to develop a proposed network that allocates 80-85 percent of the metro area resources on ridership-oriented (frequent) transit service, 15-20 percent on coverage service, with up to 5 percent on non-fixed-route mobility options.
- The current proposed network focuses approximately 82 percent of resources on ridership and 18 percent on coverage. Some non-fixed-route mobility options have been explored, although more evaluation is needed. At this time, non-fixed-route mobility options are not included in the proposed network.
- The proposed network would result in a 20 percent increase in weekend service, consistent with the public conversation about added service.
- While the proposed network would make changes such that some community members would be farther from transit, the technical analysis concludes that the proposed network would provide significant travel time and access benefits for the Eugene-Springfield community overall, including communities of concern (people of color, people in poverty, persons with disabilities, and older adults).

- The Board has the ability to set the RideSource boundary beyond the federally-required minimum boundary.
- The Board directed staff to develop a second network proposal that allocates approximately 70-75 percent of the metro area resources on ridership-oriented (frequent) transit service, and 25-30 percent on coverage service. Both the second network proposal and a technical analysis of this proposal will be available at the Board's work session.
- In evaluating the two proposed networks, Enhanced Proposal One (82 percent ridership) better achieves the community's goals for growth, increasing the equity of access to access to jobs, education and services, and environmental sustainability.

ALTERNATIVES: At its work session, the Board will review both the Enhanced proposed network and a new network proposal with added coverage. The Board will also review the public engagement process planned for the period leading up to the Board's decision on Transit Tomorrow implementation, currently scheduled for June 2020.

The Board will, during its regular session, have the option of which network to take forward into the public engagement process.

NEXT STEPS: In its regular meeting, the Board will be asked to make a decision regarding which network to take out for public review.

SUPPORTING DOCUMENTATION:

- 1) Reference Packet

PROPOSED MOTION: N/A

FTA

FEDERAL TRANSIT ADMINISTRATION

Final Circular 4703.1

Environmental Justice Policy Guidance for FTA Recipients

December 11, 2012

FTA, Office of Planning and Environment



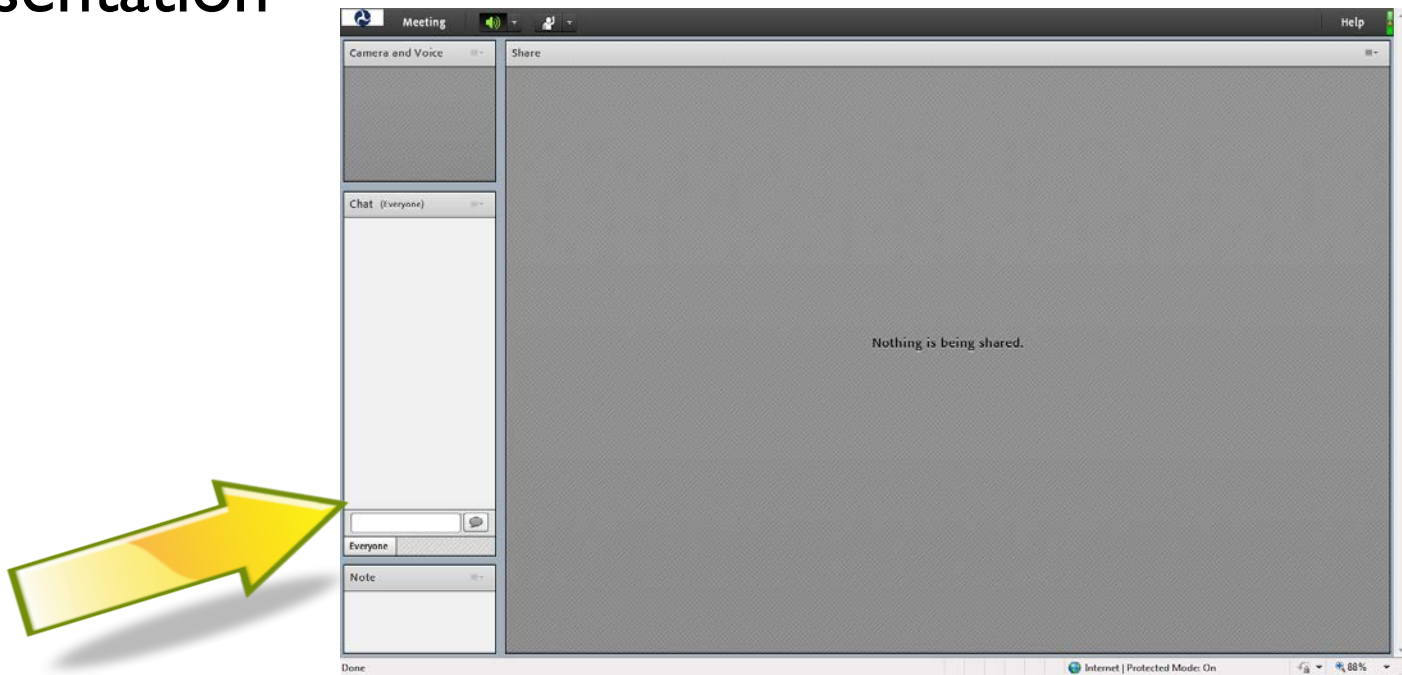
U.S. Department of Transportation
Federal Transit Administration

Audio for Webinar

- For audio, please use the following phone numbers:
 - Dial-in number: 877-336-1828
Participant access: **2282016**
- **OR**
 - Dial-in number: 877-336-1831
Participant access: **4429231**
- If you have technical difficulty with the audio or video portion of this webcast, try:
 - Logging off, then logging in again
 - Request help through the chat box that appears on your screen.

How to submit Questions

- Questions related to content should be placed in the Q/A box that will appear on your screen during the presentation



Webinar Format

- Presentation will last approximately 90 minutes followed by 30 minutes of Q/A.
- Audience members are muted due to high number of participants.
- Review content of FTA's EJ Circular
- “Practitioner’s Guide” to EJ Review
- Planning & NEPA EJ examples
- Funding Opportunities and NEPA EJ Resources

Speakers

Lucy Garliauskas – Associate Administrator, Planning & Environment

Cecelia Comito – Regional Counsel, Region V

Faith Hall – Environmental Protection Specialist, Planning & Environment

Maya Sarna – Environmental Protection Specialist, Planning & Environment

What We Will Discuss

- Environmental Justice and how it applies to FTA's programs, policies and projects
- An Analytical Framework for Environmental Justice
- Environmental Justice as part of the transportation planning process
- Environmental Justice as part of the NEPA review process
- A copy of the Circular is available at:
http://www.fta.dot.gov/12347_14823.html

FTA Circular 4703.1

- “Environmental Justice Policy Guidance for FTA Recipients” became effective August 15, 2012
- Circular does **NOT** present new requirements



Environmental Justice

- Executive Order 12898 – 1994
- Memorandum of Understanding on Environmental Justice and Executive Order 12898 – August 2011
- DOT Order 5610.2(a) – May 2012
- Master Grant Agreement
- FTA Circular 4703.1

Principles of Environmental Justice

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.



Organization of FTA Circular

Chapter I: Environmental Justice, Title VI, and Public Transportation

Chapter II: Conducting an Environmental Justice Analysis

Chapter III: Achieving Meaningful Public Engagement with Environmental Justice Populations

Chapter IV: Integrating Principles of Environmental Justice in Transportation Planning and Service Delivery

Chapter V: Incorporating Environmental Justice Principles into the NEPA Process





Why Isn't My Title VI Analysis Good Enough to Satisfy Environmental Justice?



Environmental Justice Populations

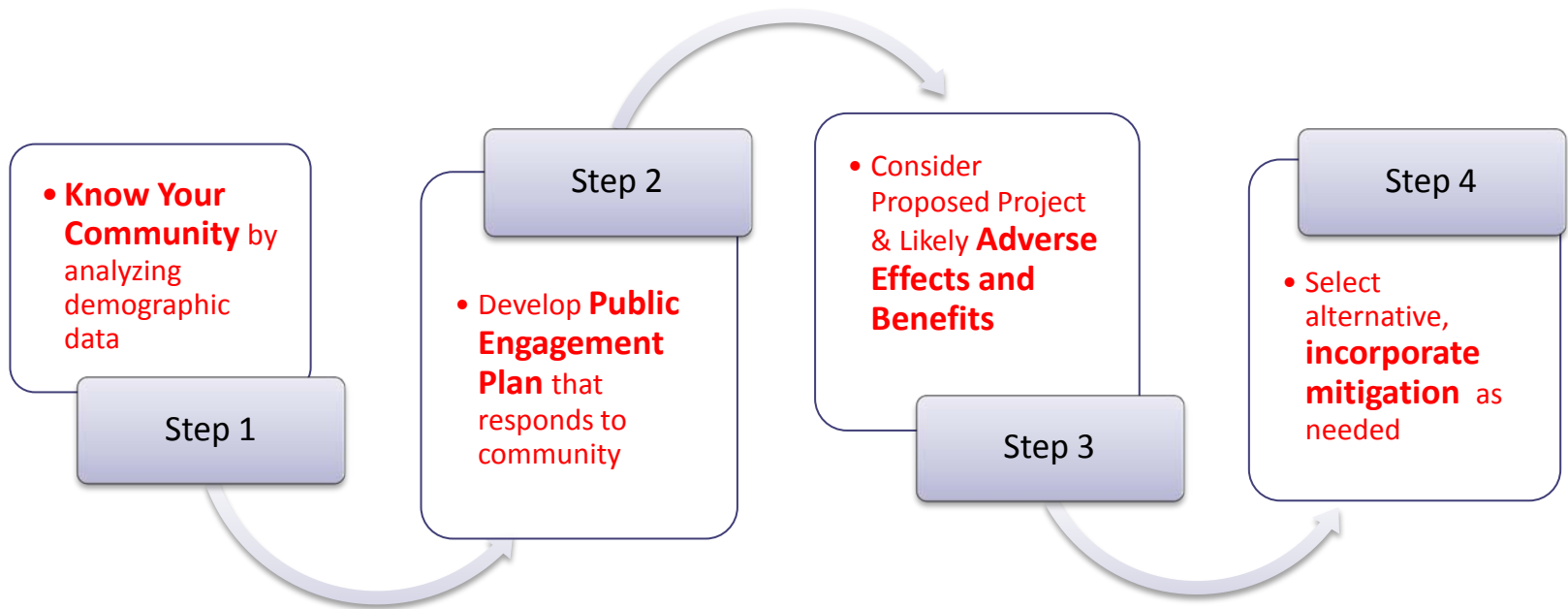
- **Minority population** means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/ transient persons.
- **Low-income population** means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons.

When is an EJ Analysis Required?

| | MINORITY | Non-MINORITY |
|----------------|---|--|
| LOW INCOME |  |  |
| Non-LOW INCOME |  |  |

Conducting an Analysis

Engage EJ Populations At All Stages of Project Development



Know Your Community

- What is your “study area”
- Use an appropriate unit of geographic analysis
 - Use the most up-to-date reliable data available (U.S. Census data – tract or block group level)
 - Other sources (local planning departments, MPOs/COGs, EDCs)
 - Travel the alignment (talk to residents or community organizations)

When is an EJ Population Present?

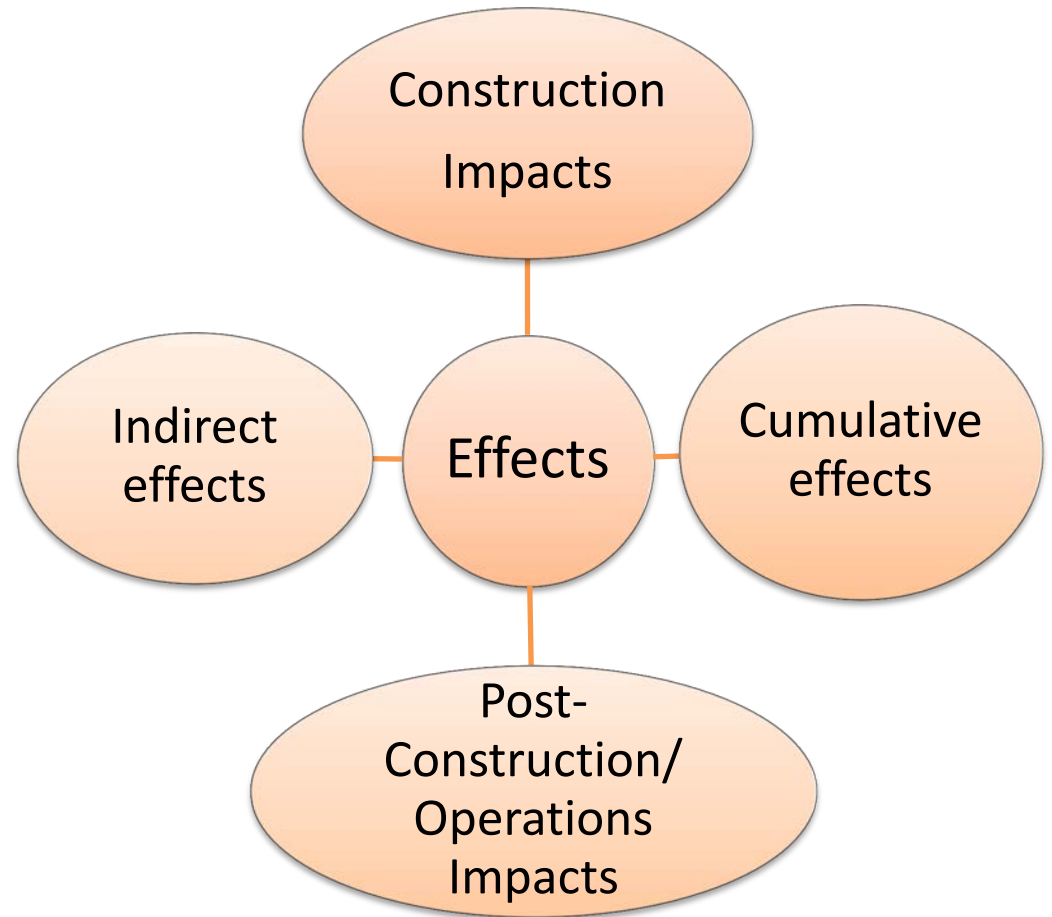
- *Disproportionately high and adverse effects*, not population size, are the bases for environmental justice
- A very small minority or low-income population in the project, study, or planning area *does not eliminate the possibility of a disproportionately high* and adverse effect on these populations

Adverse Effects

- The *totality of significant or cumulative human health or environmental effects, including interrelated social and economic effects*, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or non-profit organizations; increased traffic congestion, isolation, exclusion or separation of individuals within a given community or from the broader community; *and the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities.*

Evaluating Effects

All reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed.



Disproportionately High and Adverse Effects

- Effects
 - Predominantly borne by an EJ population, or
 - Appreciably more severe than suffered by the non-EJ population
- Take into consideration mitigation and enhancement measures
- Based on totality of the circumstances (burdens and benefits)
- Reflects community input

Effects Borne By EJ Population?

Questions to consider

- Whether the adverse effects on EJ populations exceed those borne by non-EJ populations?
- Whether cumulative or indirect effects would adversely affect an EJ population?
- Whether mitigation and enhancement measures will be taken for EJ and non-EJ populations?
- Whether there are off-setting benefits to EJ populations as compared to non-EJ populations?

What about benefits?

- Direct user benefits
- Improved traffic circulation
- Direct employment (new jobs)
- Redevelopment opportunities
- Improved access to jobs within the corridor
- Improved access to retail, entertainment, restaurant, and other non-work related establishments



Determine Mitigation

Avoid

- Alternative location
- Revise design/
Reconfigure facility or site



Minimize

- Limitations during construction (e.g. night work, construction hours)
- Considerations during operations (e.g. limit operational periods)

Mitigate

- Measures (e.g. sound walls, aesthetic treatments, etc.)



Meaningful Public Engagement

Formal Meeting



Engaged Dialogue



Traditional



Non-Traditional



Public Outreach and Participation

- Reach out to minority and low-income communities
- Contact social agencies and private organizations
- Provide opportunities for public input in addition to traditional open houses
- Advertise in target publications and community newsletters, other than in English
- Follow-up on suggestions gathered during public outreach activities.
- Make reasonable efforts to reach those affected by the proposed action



Meaningful Public Engagement

- Potentially affected community members have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health;
- The public's contribution can influence the regulatory agency's decision;
- The concerns of all participants involved will be considered in the decision-making process; and
- The decision-makers seek out and facilitate the involvement of those potentially affected.

Application of EJ Analysis



What is Transportation Planning?

Who?

- Regional planning organizations (MPOs, COGs), State departments of transportation (DOTs), transit operator and partners

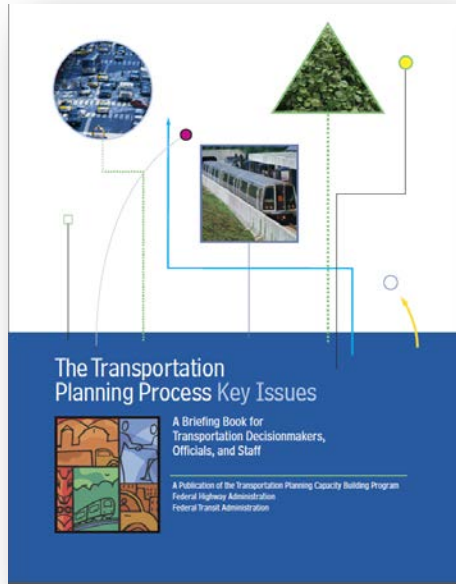
What?

- Assess existing conditions and anticipate future needs;
- Develop a comprehensive range of investment strategies; and
- Provide for project selection that satisfies needs and supports the community's vision for its future.

How?

- Is a continual and cooperative process;
- Coordinates federal funds across jurisdictions; and
- Relies on public engagement with all system users, including proactive outreach to low-income and minority communities.

Transportation Planning Process



Transportation Planning Process

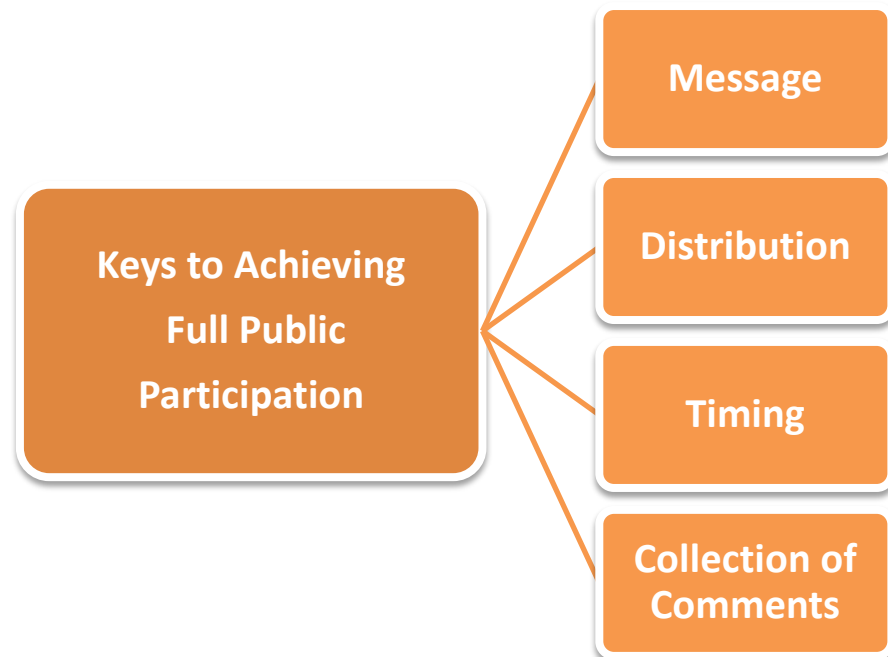
- Major plans must address EJ concerns by:
 - *“seeking out and considering the needs of those traditionally underserved by existing transportation systems, which includes **low-income and minority households** who may face challenges accessing employment and other services”*
 - Regions have formal Public Participation Plans with explicit procedures, strategies, and desired outcomes – and periodic review of effectiveness
 - States need to have a Process that is part of the long range plan development
- Transit capital development plans & Service plans

Transit Considerations in Planning

- Transit providers connect their studies and research on transit ridership and demand to Regional and Statewide planning to best inform the transit element of multi-modal plans
- Transit Development Plans fit into Regional and statewide plans
- Engage EJ populations on issues of future transit service, especially if reductions are possible

Key Questions for EJ Outreach

- Public Engagement is key at all stages
- What message will spark public interest
- How will you distribute information
- What timing is best for outreach
- How will you show how decisions reflect public input
- How to anticipate barriers: location, timing, communication strategies



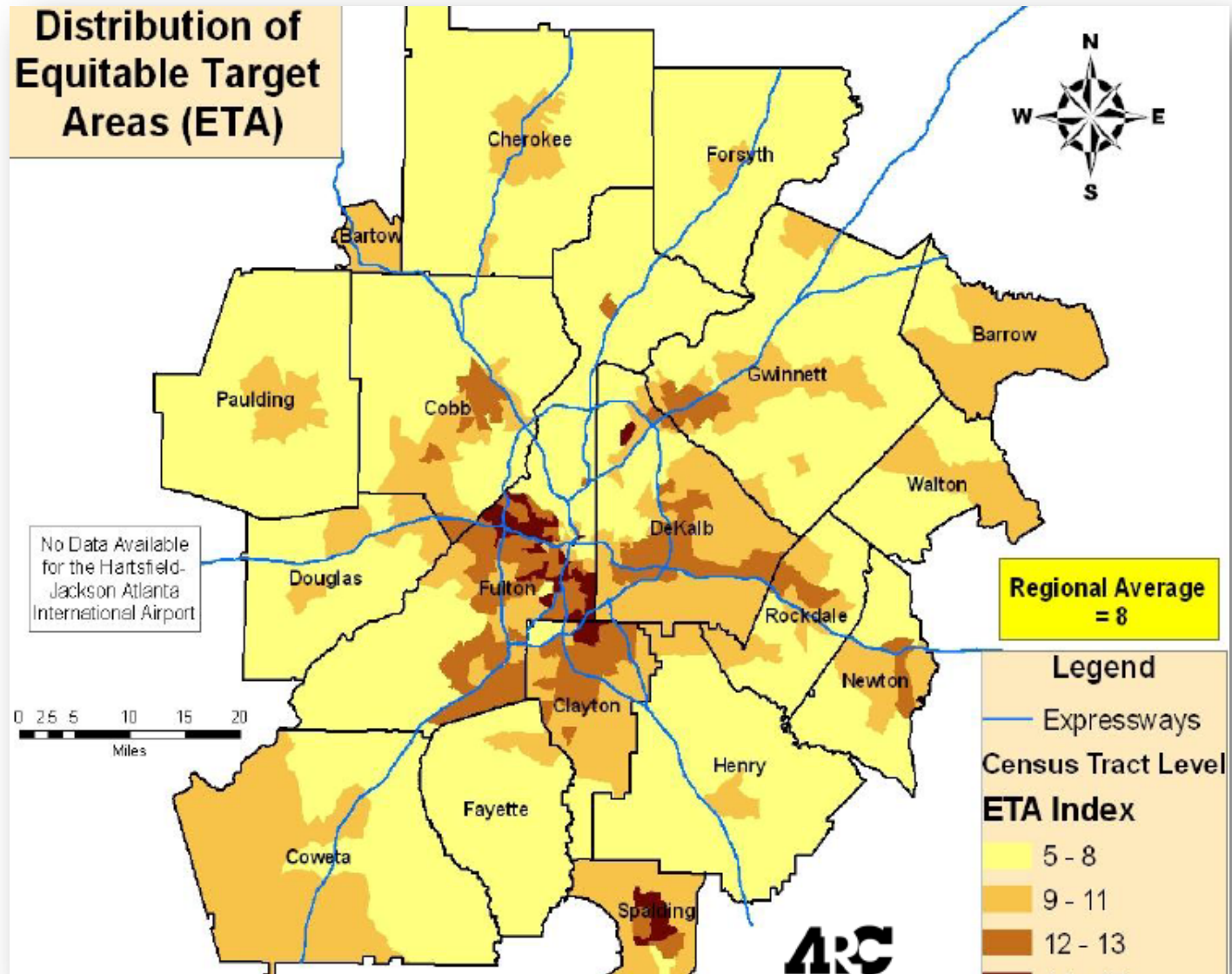
Environmental Justice Planning Case Studies

Atlanta Regional Commission

Social Equity Advisory Committee

Equitable Target Areas (ETA) Index:

- Poverty
- Race
- Median Housing Value
- Age
- Education



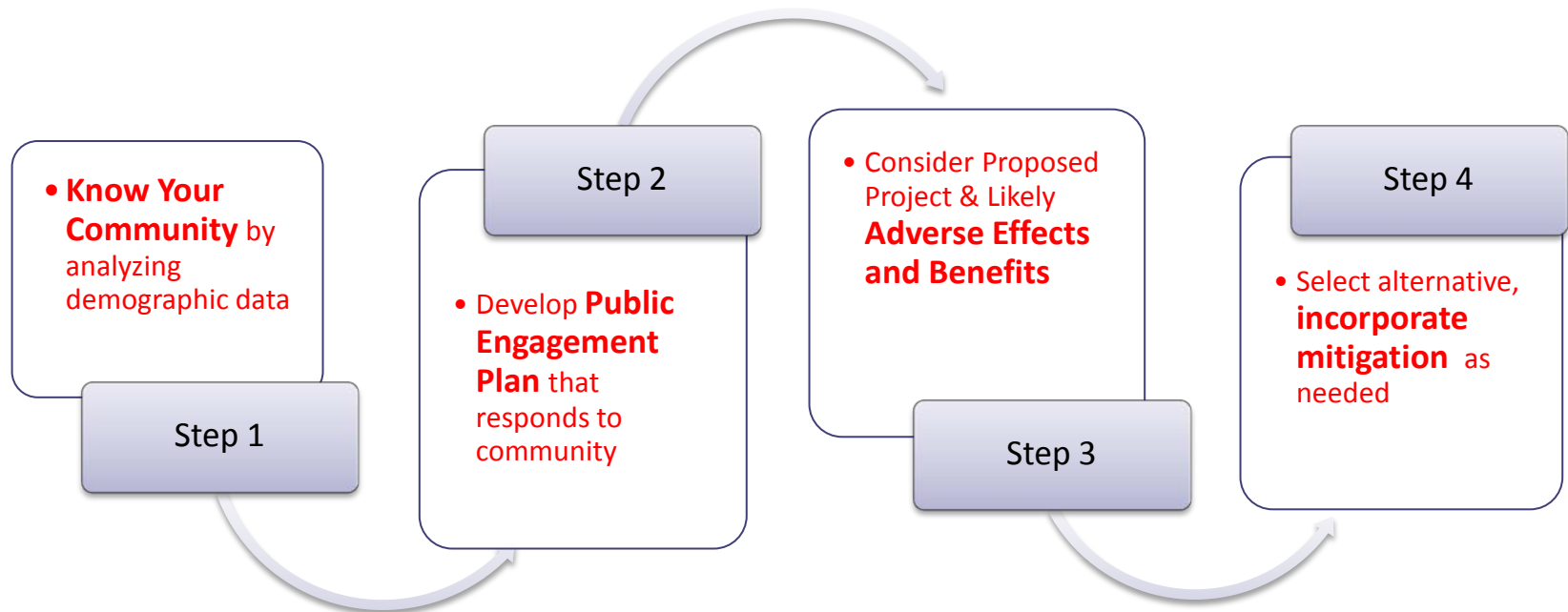
Indian Nations Council of Government Fast Forward Transit Plan Mobile Outreach Bus

*2012 USDOT
Transportation
Planning
Excellence
Award*

*2012 American
Planning
Association
National
Planning
Award*



EJ and NEPA



Adapting EJ Analysis to NEPA

Environmental review is required for all Federally-funded projects and includes:

- Reviewing important adverse effects of the project to determine whether those adverse effects are significant;
- Determining whether adverse effects can be avoided, minimized, or mitigated; and,
- Assessing the Project's benefits versus its burdens on the environment.

All Classes of Action Consider EJ

- Environmental justice should be considered in **all** decisions whether the project is processed with an Environmental Impact Statement, Environmental Assessment, or Categorical Exclusion.



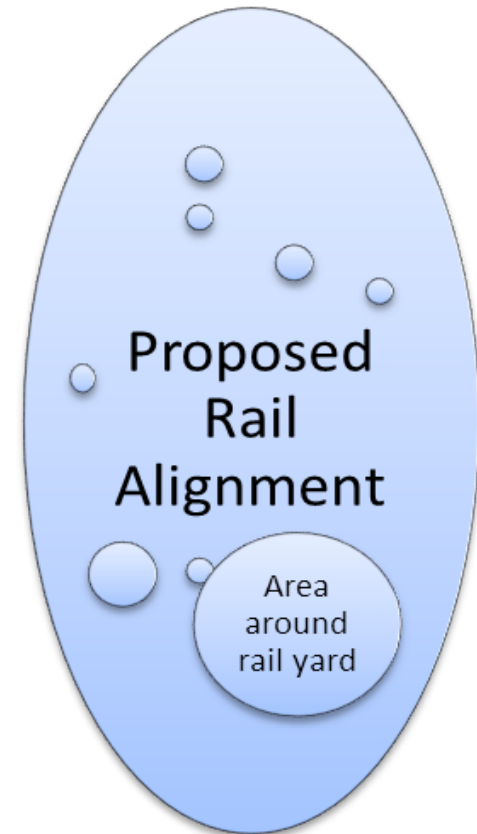
Categorical Exclusions & EJ

- Categorical Exclusions (c-list): no further documentation required
- Categorical Exclusions (d-list): documentation and analysis required depending on the scope of the proposed project
- Unusual Circumstances may lead to EA or EIS



EJ Metrics

- Set appropriate boundaries
- Analyze demographic data
- Consider whether sub-areas are appropriate



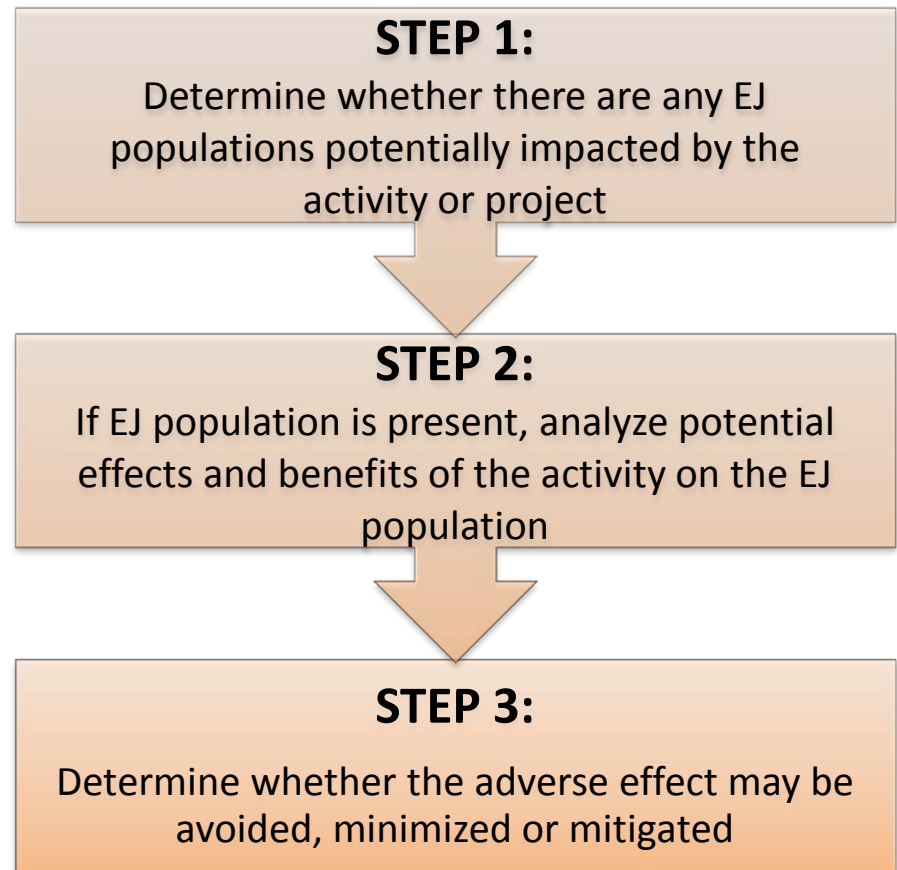
EJ Analysis for NEPA

- ✓ Is the project area well-described?
- ✓ Are neighborhoods, cities, counties identified?
- ✓ How was the area of effects identified?
- ✓ Where did the data used for analysis originate?
- ✓ What level of data was used for analysis? Why?



EJ Analysis Simplified

- ✓ How were EJ populations identified?
- ✓ What methodology was used to determine EJ populations?
- ✓ Is it clear how disproportionately high and adverse effects were determined?
- ✓ Are avoidance, minimization, and mitigation measures identified?
- ✓ Are burdens and benefits adequately assessed?



Public Outreach in EJ NEPA

- ✓ Is there a discussion of the public engagement process?
- ✓ What efforts were made to reach minority and low-income populations?
- ✓ Is there mention of how EJ communities were engaged during
 - ✓ Transportation Planning process
 - ✓ NEPA process

Questions to Consider

- Will the project result in “adverse effects?”
- Will the project result in disproportionately high and adverse effects on an EJ population?
- Does the project propose mitigation and/or enhancement measures?
- Are there project benefits that would accrue to the EJ population as compared to non-EJ populations?
- Does the project affect a resource that is especially important to an EJ population?
- What efforts were made to engage members of EJ populations?

Practice Pointers

- In EAs and EIS's, environmental justice should be discussed in its own chapter
- Your EJ analysis should be consistent with the rest of the NEPA analysis
- Benefits of project should be more than just “EJ populations will benefit from more transit options.”
- What if my study area includes a majority EJ population?

Environmental Justice NEPA Case Studies

ILLUSTRATIVE EXAMPLE # 1

Project Description

- Extension of 9 mile light rail transit (LRT), 11 new stations
- Most tracts within Study Area: R/C/I

Metrics

- Defined Study Area – ½ mile of alignment
- County used for comparative assessment
- 2000 Census data

Environmental Justice Population

- Set threshold values
- EJ Population present in 16 out of 19 Census Tracts

Environmental Issues

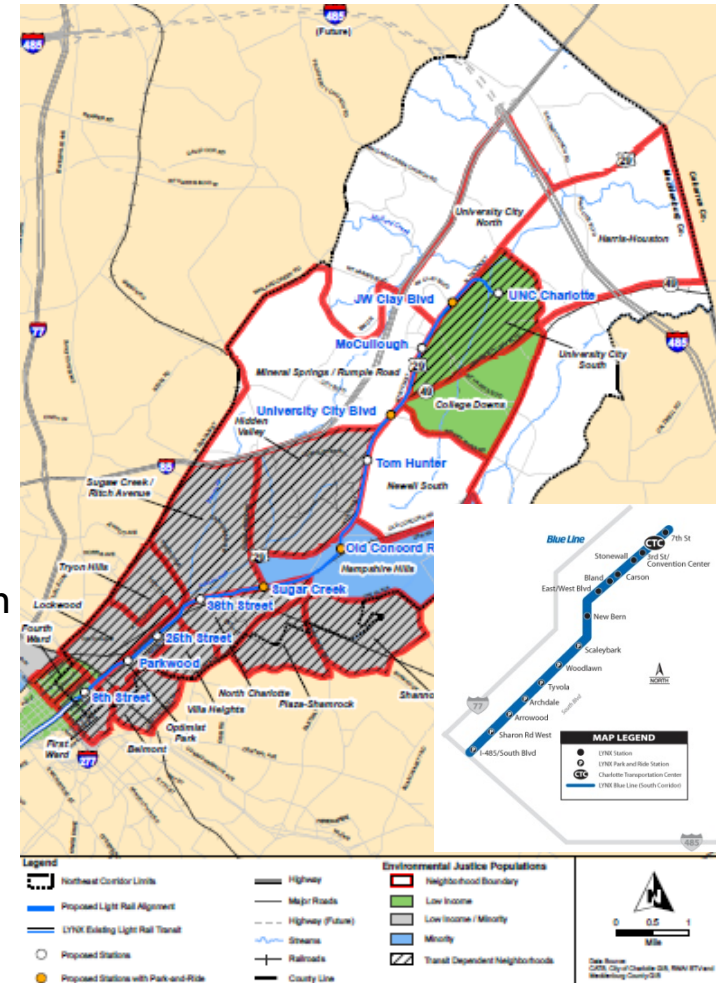
- Acquisition/displacements, visual change, noise and vibration

Environmental Justice Concerns

- Noise

Resolution/Mitigation [?]

- Benefits
- Mitigation



ILLUSTRATIVE EXAMPLE # 2

Project Description

- New transit hub in downtown core
- Most tracts within proximity: C/I

Metrics

- Study Area – immediately adjacent to site
- Land uses determined – no comparison needed

Environmental Justice Population

- Transitional housing and services provider

Environmental Issues

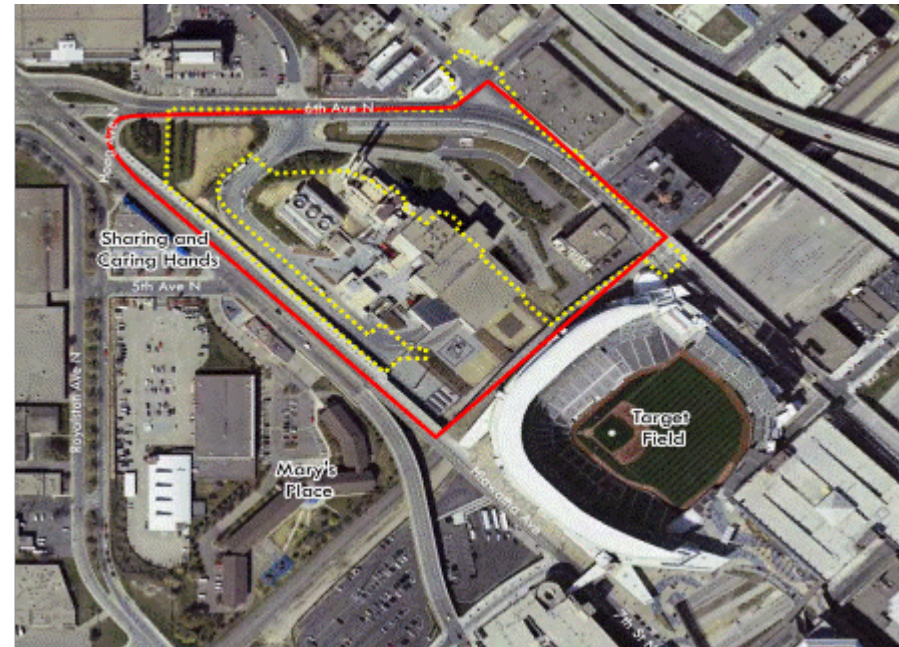
- Construction: visual change, noise and vibration

Environmental Justice Concerns

- N/A

Resolution/Mitigation

- Benefits



EJ Support



Grant Recipients



Regional Support



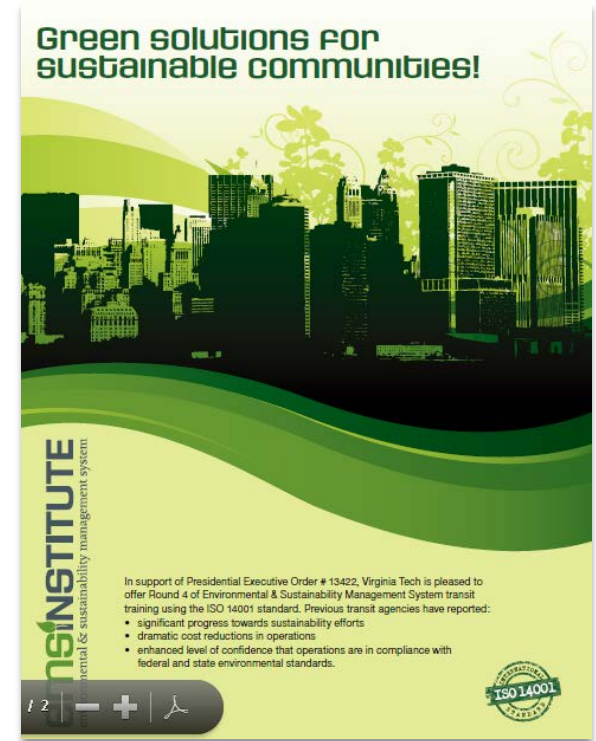
HQ EJ TEAM



What if you need help in determining whether a plan, program or project meets the requirements under EJ?

FTA Environmental Management Systems

- Transit agencies are eligible to apply
- 4 Hands on workshops to design and implement an EMS
- Applications due December 21, 2013.
- More information - http://www.fta.dot.gov/13835_227.html



EPA EJ Small Grants

- \$1.5 million in Environmental Justice Small Grants
- Incorporated non-profits, federally recognized tribes, and tribal organizations are eligible
- Applications due January 7, 2013
- One remaining pre-application teleconference call on Dec 13
- <http://www.epa.gov/environmentaljustice/grants/ej-smgrants.html>

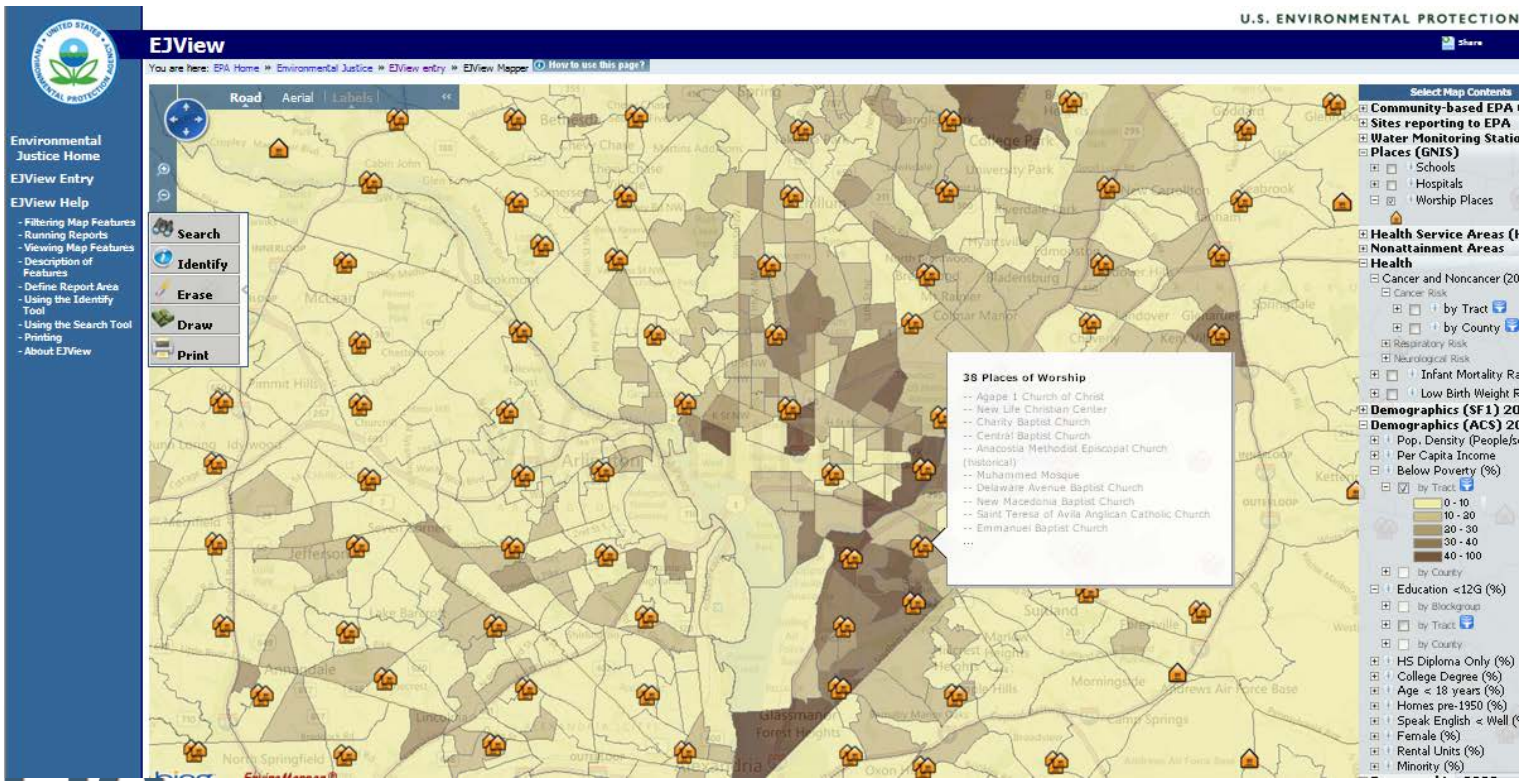
EPA Tools

NEPAssist

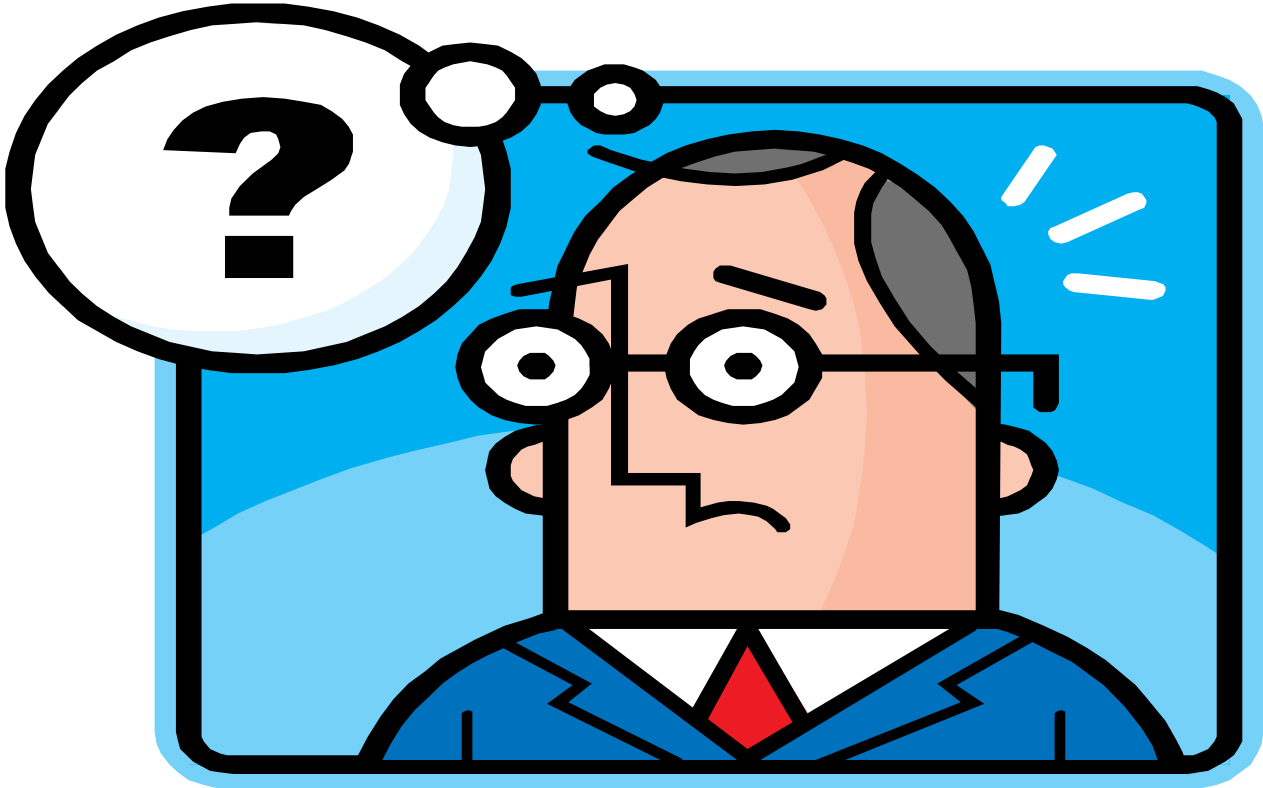
- <http://www.epa.gov/compliance/nepa/nepassist-mapping.html>

EJ View

- <http://www.epa.gov/environmentaljustice/mapping.html>



Questions



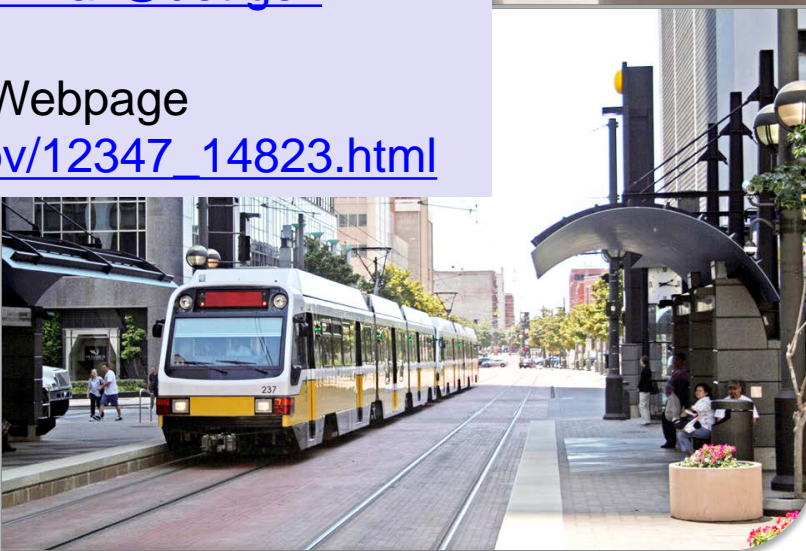


Maya Sarna, Maya.Sarna@dot.gov

Faith Hall, Faith.Hall@dot.gov

FTA EJ Webpage

http://www.fta.dot.gov/12347_14823.html



Transit Tomorrow Comments Through March 12, 2020

| Date Entered | Name | Method | Route | Location | Category | Comment | Response | |
|--------------|------------|----------------|--------------|----------|------------------------------|---------------------------------------|--|---|
| 1 | 3/11/2020 | Chris Leland | Comment form | 1 | Campbell Center | Discontinuation of Route | Please do not do a massive cut to the LTD bus service. Thousands of people will lose in a gamble to gain more riders. Public transportation is just that! Please do not allow special interest to interfere with our already great system! Faster service is not better service if you lose your bus service! LTD should be expanding, not contracting it service! The new plan would eliminate #98 and #1 service which is two of the three buses my wife uses almost daily. #98 is within our walking distance. It allows us to access all the other bus routes! Why on earth would you cut #1? It is the only bus to the Campbell Senior Center. Please reconsider "Transit Tomorrow" and don't make it "No Transit Tomorrow" for thousands of loyal riders. | Thank you for your comment. It will be shared with staff and considered. |
| 2 | 2/24/2020 | Jason Archer | Comment form | 1 | Transit Tomorrow | Discontinuation of Route | Eliminating the # 1 is not an option. I and others who have mobility issues cannot walk the distance to the new route! The other routes getting the axe will make it harder for me to get around town. I would love routes that run more often but not at the expense of the current great system being gutted. This listening session is horrible too! | Thank you for your comment. It will be shared with staff and considered. |
| 3 | 1/17/2020 | Jodi Rodriguez | Email | 1 | ParkView Terrace | Discontinuation of Route | Okay so, the #1 Campbell Center bus for around Parkview Terrace apartments area, if this bus gets taken out how far of a walk will seniors and people with disabilities have to walk to get to a bus stop? | Thank you for your comment. It will be shared with staff and considered. |
| 4 | 3/6/2020 | Karen Doyle | Comment form | 1 | YaPoAh | Discontinuation of Route | 1) Hilly incline. 2) too taxing on those with cardiopulmonary conditions to have to walk up hill with bags and shopping carts laden with groceries/sundries in rainy/windy/cold weather 8 months of the year or too hot in summer climate. 3) Not being picked-up/dropped-off at our complex puts us all in harms way to bad actors who frequent our area from Skinner's Butte, Alton Baker Park and the River Banks. I do like the change in 66 & 67 rather than looping. | Thank you for your comment. It will be shared with staff and considered. |
| 5 | 2/10/2020 | N/A | Comment form | 1 | 3rd & High to Eugene Station | Discontinuation of Route | The #1 bus is not only important to me, but people living at Parkview Terrace apts. There are lots of people in wheel chairs that would have a hard time getting downtown to make connections at the Eugene Station. | Thank you for your comment. It will be shared with staff and considered. |
| 6 | 3/6/2020 | Terri Dawson | Comment Form | 1 | YaPoAh | Discontinuation of Route | I don't ride the bus, but there are many people @ YaPoAh who depend on the bus and who can't walk very far. This would be a very severe challenge for residents at YaPoAh. All are elderly and many are not eligible for higher levels of assistance and yet can't walk farther. | Thank you for your comment. It will be shared with staff and considered. |
| 7 | 11/21/2019 | Tom Powers | Email | 1 | Campbell Center | Discontinuation of Route | I was disappointed to see that you plan to eliminate the bus serving Eugene's Senior Recreation Center. It will cause additional barriers to low-income seniors who wish to receive vital services at Campbell Center, and will increase the number of people who drive by themselves or request RideSource rides to Campbell Center. I ask you to reconsider and continue this important transportation source for one of Eugene's vulnerable populations. We have many patrons and staff who depend on the LTD bus system to get to Campbell Center. They either do not have the financial means to own a car, have been told by their family or doctor that they shouldn't drive, or have made the decision to improve their lives and community by not driving. The common refrain I hear from them is that the #1 Campbell Center bus makes it easy to get to Campbell Center, while the buses that stop on 3rd Street are almost too far to be useful. Many of them have mobility limitations, use walkers or wheelchairs, and asking them to walk or roll even the one block to the bus stop on 3rd Street is a barrier too high for many of them to surmount. With the elimination of the #1 Line, you are moving the nearest bus stop more than 2 blocks away and throwing in a hill. I am predicting that most of our riders will stop using the bus, either driving themselves or just not coming. We are also in the beginning of an expansion and renovation of our Center. When our new fitness center opens in 2020, I estimate that we will see a 40% increase in the number of people coming to Campbell Center (we already average over 300/day). Not only will it be sad that there will be no bus service to our newly opened Recreation Center, but the increase in car traffic and parking issues will affect the whole neighborhood. Please reconsider your ill-advised plan, and continue running a bus line to Campbell Center. | Thank you for your comment. It will be shared with staff and considered. |
| 8 | 12/3/2019 | Trudy Rogers | Phone | 1 | ParkView Terrace | Notice of Public Meeting Postponement | She called to confirm the public meeting at Eugene Library as she wanted to ask more questions about Route 1. She was surprised to learn that the meeting was postponed. As she does not use the internet or have a smart phone she requested that we contact her either my mail or phone when we have confirmed the new date. | Thank you for your comment. It will be shared with staff and considered. |
| 9 | 11/18/2019 | Trudy Rogers | Blue Card | 1 | Campbell Center | Change of Route | Leave the #1 the way it is!! Stops on 2nd and 3rd. People use Campbell Center. Stop picking on seniors and people with disabilities. | Thank you for your comment. It will be shared with staff and considered. |
| 10 | 2/10/2020 | Aaron Box | Comment form | 12 | Harlow | Discontinuation of Route | My concern is for neighbors with disabilities. Please consider changing proposed 62 from an out and back to a loop that travels from Gateway down Harlow reconnecting with Coburg. This loop in alternating directions would give great coverage with minimal impact on rider times. | Thank you for your comment. It will be shared with staff and considered. |
| 11 | 2/27/2020 | Amber Rose | Phone call | 12 | Harlow Road | Discontinuation of Route | She is a single mother. She lives on Harlow Road. She has concerns about her neighbors who may have challenges accessing the bus. She is concerned about the distance for some people who will have to travel farther to access our service. Her son takes the bus to school. They live near Coburg Road and accessing the bus on Harlow Road is safer for her son because there is less traffic. She is concerned with the other kids at her son's school (Network Charter School). She is worried that changing the bus will make it harder for them to get to school and may impact the kids' ability and desire to attend classes. She moved to Eugene so that her son could take public transportation. They are disappointed with late trips, but the bus mostly works for them now. Her son can take transit to make all of his trips and it's important for them to maintain his ability to travel independently. | Thank you for your comment. It will be shared with staff and considered. |
| 12 | 2/10/2020 | Andrew Ross | Comment form | 12 | N/A | Discontinuation of Route | I use the #12 after walking my child to Holt and then go to downtown, hence walking to Coburg is not convenient. I also take the bus after picking the child up, so that having him limits ability to walk distances. My wife uses a wheelchair. Harlow Road has nine cross-streets to the North and 11 to the South, and the #12 is the only route that serves any of them. Ridership is high on the #12. Just before and after Holt and Monroe let out, it is low at 6:00 a.m. - 3 or 4 regulars, but they are going to work. The existence of the convenient #12 was a major factor in the choice to buy my home along Harlow Road | Thank you for your comment. It will be shared with staff and considered. |
| 13 | 2/6/2020 | Cierra McGee | Email | 12 | Harlow | Discontinuation of Route | As a rider who previously frequented the 66/67 Coburg Road route and having recently moved to a 12 Harlow Route location, I'm in a unique position to see the challenges presented by the new system design first-hand. Although I was cautiously optimistic about the proposed concept of accelerating the 66/67 Coburg Road route to five minutes faster in frequency, I don't believe that such a change is worth eliminating other routes such as the 12 Harlow. As someone who now lives midway between what would be the new Harlow and Gateway lines, taking the bus would require a 15-minute walk if the 12 Harlow were to be eliminated. I now commute to work downtown daily via the 12 and the bus is frequently near full just before 8:30 a.m. and just after 5:00 p.m. I've observed at least one daily rider using a mobility scooter. Removing this route would significantly hinder the transit ability of residents of the Harlow vicinity. I would strongly advise against removing it, and instead would propose considering a less-frequent option if necessary, perhaps a route that only runs at heavy-occupancy commute times, with consolidated frequency between. While I realize the intent of this change is to allow more frequent bus service along major routes, as a person who previously commuted every work day to downtown Eugene via Coburg Road's 66/67, I never found the current 20-minute frequency to be a barrier to taking transit. The bus was never full, and making the route run every 15 or even 10 minutes would not have added enough convenience to justify removing service entirely for other transit riders, some of who may have been relying on that service for many years. The real barrier is having no service at all. Please consider an alternative to removing routes, such as reducing times to run at high-commute intervals. Thank you for your time and consideration. | Thank you for your comment. It will be shared with staff and considered. |
| 14 | 9/10/2019 | Donald Brown | LTD Website | 12 | N/A | Discontinuation of Route | Are you considering ending route 12 mornings? | As currently proposed, the 12 that travels on Harlow Road is discontinued. The proposed route connects Eugene Station and via Coburg Road, Crescent Avenue Drive, Chad Drive and Please refer to the maps on Thank you for your comment. It will be shared with staff and considered. |
| 15 | 2/10/2020 | Doug Schaaf | Letter | 12 | Harlow | Discontinuation of Route | If I understand the plans correctly, I am very upset that there will be no stops on Route 12 between Coburg Road and Gateway. Presently, my wife and I have two cars, but in the near future, one of our cars will be leaving us. I was hoping that we could become a one-car family, with me using the convenient Route 12 bus. However, if there are to be no stops relatively close to our house, I don't see this as much as a reasonable option - particularly if my wife is the one without her car that day. If your goal is to create less traffic on roads in Eugene-Springfield region, I don't see how your new plan helps. | Thank you for your comment. It will be shared with staff and considered. |
| 16 | 2/10/2020 | Ellen Otani | Comment form | 12 | Harlow | Discontinuation of Route | 1) I am trying to increase my ridership and would now have to move. I would be back in my car clogging up Ferry Street Bridge. 2) Cutting the 12 drops out part of the spoke that goes from Gateway Station east on Harlow/Hayden Bridge. 3) People who lose coverage lose more than those who go from 30 to 15 min. routes gain. 4) People have chosen to live near Harlow because of the bus line. 5) Taking away #12 means I can't get to either ER that I can now. | Thank you for your comment. It will be shared with staff and considered. |

Transit Tomorrow Comments Through March 12, 2020

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| 17 | 9/30/2019 | Harlow Neighbors Assoc. | Letter to Board | 12 | Harlow | Discontinuation of Route | As the City of Eugene's representative body for many neighbors who depend upon bus services for transportation in Harlow, this Neighborhood Association respectfully requests that LTD retain Bus Route #12 along Harlow Road while doing the planning under Transit Tomorrow. Removal of this route will adversely impact numerous neighbors who rely on LTD Bus Services to meet their transportation needs. These include folks with mobility issues, neighbors living in the many adult group care homes along Route #12, many commuters trying to not drive, and a whole lot of poor students of all ages. As LTD considers immediate and future services under the Transit Tomorrow Program, please consider an increase of bus services to meet the needs of our diverse population living in an already underserved neighborhood. Removal of Bus Route #12 would create incredible hardship for our most vulnerable neighbors; like those who are not able physically walk to Coburg Road, or manage the overpass to Springfield's Gateway Mall. The loss of this route would make transportation virtually impossible for many who currently rely on this route as their single lifeline to attend school, to get to work, to keep medical appointments, or just to buy groceries. Our Harlow Neighborhood deserves more inclusive services from LTD, not less or no service on Harlow Road as outlined in Transit Tomorrow's proposed "High Ridership" model. Removal of Bus Route #12 will also create new pressure on existing resources such as Ride Source. The #12 Route is one of the few east/west routes in our neighborhood, and it plays a key role in meeting transportation needs for riders passing through our neighborhood. Its removal would make travel between Gateway and Coburg Road corridors impossible, as well as taking away service for the numerous homes being built along Harlow's northern streets, and for many commuters traveling Route #12 to work at the Oakway Mall, the Gateway Mall, and along International Way. Please note that Harlow Neighbors is supportive of Transit Tomorrow's "High Coverage" model which proposes replacing Route #12 with Routes #61/62. However, such adjustments amount to actual "Same Coverage;" plans for a High Coverage Plan should include a bus route serving the East-West residential corridor south of the Belt-Line- on Willakenzie Road! Therefore, as LTD is the responsible public steward tasked with balancing our community's needs with efficient use of public funds, we implore you to place priority on those riders who are dependent upon having current basic access to Route #12- above those seeking greater convenience along other routes. We believe retaining Route #12 in your future planning is essential to meeting the transportation needs of our diverse community in a just and equitable manner. | Thank you for your comment will be shared with staff and consideration. |
| 18 | 11/21/2019 | Jacob Callister | Comment form | 12 | The bus stop near Bertha Holt | Discontinuation of Route | I am in a pretty inconvenient spot relative to these changes. Close to neither Coburg Road nor Gateway nor Martin Luther. | Thank you for your comment will be shared with staff and consideration. |
| 19 | 2/10/2020 | Joan Furst | Comment form | 12 | Harlow | Discontinuation of Route | In the works for 2 years, but the first time we heard was Nov. 2019. Here to convince us, not to hear from us. Serves business and leaves out large swaths of neighborhoods where people live. Just here to shove this down our throats, not to collect data. Suggestion: loop the proposed 62 bus from Gateway west on Harlow and then back downtown. | Thank you for your comment will be shared with staff and consideration. |
| 20 | 2/10/2020 | Kathy Torvik | Comment form | 12 | Harlow | Discontinuation of Route | Route 12 is a major bridge between Eugene/Springfield - East/West. Concerned about students having good access to UO and safety at night; elderly & disabled riders; ability to get to shopping, medical appointments at Riverbend Medical Center. We need balance between coverage network & ridership network. The peak routes are good, but the ability to get to those major routes is severely limited. This means a disservice for many neighborhoods. | Thank you for your comment will be shared with staff and consideration. |
| 21 | 2/10/2020 | Kathy Torvik | Comment form | 12 | Harlow | Discontinuation of Route | I'm very concerned about the changes to neighborhood bus routes around Eugene. These changes severely impact people living in the middle of these neighborhoods and their ability to get to the main routes that go into downtown Eugene, Springfield, or transit stations. The elimination of Route 12 in particular impacts my household. 1) For the past 5 1/2 years we have been hosting international students who study English at the UO and live in homestay settings. These students completely rely on bus transport to and from UO as well as around town. Eliminating the #12 bus means they would have to walk to Coburg Road or Gateway to catch bus transport to the UO! This doesn't provide safe transportation for these students, especially at night and it severely impacts this program. There are at least 4 host families in this neighborhood alone. 2) I broke my shoulder last summer and for several months, I completely relied on the #12 bus because I couldn't drive. I don't know what I would have done without this bus route to get downtown so that I could get to my job at LCC. I was very grateful this was available to me. Riding the buses, I saw how important these bus routes are to individuals with disabilities and to families with kids. Not everyone can walk 1/2 mile or more to get to one of the main bus routes. Or have the means to call Uber. | Thank you for your comment will be shared with staff and consideration. |
| 22 | 1/18/2020 | Marcia Karnesky | Comment form | 12 | In front of Bertha Holt Grade school | Discontinuation of Route | I am dismayed to see the new plan will eliminate bus route #12. For years, I have taken #12 to go to the downtown station, to the library, and shopping downtown. I am 66 years old and have always appreciated that #12 bus is nearby and convenient to take. Parking a car downtown is a problem! With climate change, I am trying to take the bus more and not drive my car. If route #12 is eliminated, fewer people will take the bus to go downtown. Traffic on Harlow Road and Coburg roads has become very heavy. More people need to take #12 bus to get to and from downtown center. Eliminating #12 route will cause fewer people to take the bus as they will have to walk all the way to Coburg road to catch bus! Please consider keeping #12 bus route on Harlow road. Students and old people especially will appreciate it. Thank you | Thank you for your comment will be shared with staff and consideration. |
| 23 | 2/10/2020 | Paul vanderMehden | Comment form | 12 | Harlow | Discontinuation of Route | Due to historical investment, planning and operations in Harlow neighborhood, LTD has caused many riders to depend on existing Route 12 infrastructure and schedule as a primary source of transportation. In 2020, enter Transit Tomorrow. LTD is planning to cut off all service between Coburg Road and Springfield along Harlow Rd. without any provision for transition through a plan or replacement services. After 2 years of research, LTD has no data or information as to how many citizens will actually be impacted nor does it have any impact mitigation plan. So cutting the #12 on Harlow will increase ridership on Coburg, Gateway? Really? | Thank you for your comment will be shared with staff and consideration. |
| 24 | 2/10/2020 | Paul vanderMehden | Comment form | 12 | Harlow | Discontinuation of Route | Committed riders who depend on #12 on Harlow as primary transport will be lost due to lack of a replacement transport plan. At this meeting, we heard that 500 daily boards were to be waived along Harlow Rd. How many primary transport folks is that? And where are the 500 added riders, either on Gateway or on Coburg coming from? Andrew's study supports your goal of a corridor network, but has no guarantee of adding any more riders in 2020 - where are the new jobs or commuters or motivation to ride the bus? No service company should abandon its existing and paying ridership. The natural means to be successful is to grow ridership everywhere across Eugene and then calibrate schedule and resources to meet changing and hopefully growing demand!!! Please consider Harlow Neighbors and partner with us for your LTD success. Every rider on Board - No rider left behind. | The reference to 500 daily boards system-wide, not specific to apologize for the confusion your comment. Your feedback with staff and LTD Board for |
| 25 | 2/10/2020 | Randy Mendez | Comment form | 12 | Coburg / Harlow | Discontinuation of Route | One thing I haven't seen considered is safety. I ride the 12 occasionally, but a neighbor, Ben, rides it every day. He is physically disabled and as such, the 12 is his connection to the community and his job. I shudder to think of him crossing the Coburg/Harlow twice daily. I imagine there are a lot of us in the same boat. Trying to climb the bridge over I-5 seems like another big safety concern. The 12 to me is a vital part of Eugene/Springfield. | Thank you for your comment will be shared with staff and consideration. |
| 26 | 2/10/2020 | Rick Furst | Comment form | 12 | Harlow | Discontinuation of Route | I use the 12 bus to go catch other buses, or to go to the Gateway area. I am a disabled veteran and I also take the 12 bus to the Eugene VA Clinic. Also take the 12 bus to the downtown station and catch buses to other areas of the city. Eliminating the 12 bus would make it impossible for me or my wife to take the bus at all. If I have to drive to catch the bus, I might as well just drive to where I'm going. | Thank you for your comment will be shared with staff and consideration. |
| 27 | 2/10/2020 | Rick Furst | Comment form | 12 | Harlow | Discontinuation of Route | Depend on the 12 bus to go to Gateway area and to Eugene VA Clinic. We also use the 12 bus to get to the downtown bus station to catch buses to other areas of Eugene or Springfield. I am a disabled veteran so if the 12 bus is eliminated I will lose access to transportation. I'll have to use RideSource or look for another alternative. Suggestion: Loop the proposed 62 bus from Gateway down Harlow once every 30 minutes or once an hour. | Thank you for your comment will be shared with staff and consideration. |
| 28 | 2/10/2020 | Tom Meienberg | Comment form | 12 | Harlow | Discontinuation of Route | If they reduce or cut Route 12, it would devastate many people that use the bus on this route to go to work, shop, go to appointments at different doctor's offices or other connecting routes. There must be better ways of saving money rather than making almost impossible for many handicapped and elderly who use this route. | Thank you for your comment will be shared with staff and consideration. |
| 29 | 11/6/2019 | Tyler Young | Email | 12 | Harlow | Discontinuation of Route | I haven't been able to get to any of the public forums on the route changes because I have two jobs, and haven't had the ability to get the time off to do so. Most of the planned service changes eliminate the Route 12 or service on Harlow, which would result in a half-mile walk either to Gateway or Coburg twice a day five days a week for my wife who has health issues and myself. Bus stop adjacency is one of the reasons why we chose the house we're in now and, because we don't own a car, remains important to us and our lives. I strongly object to removal of service on Harlow Road | Thank you for your comment will be shared with staff and consideration. |
| 30 | 1/14/2020 | Andrea Wolf | Comment form | 17 | Hayden Bridge Place | Other | Route 17 drives down Hayden Bridge Pl possibly every half hour and there are no bus stops on Hayden Bridge Pl. The buses go left of center when they turn on Hayden Bridge Pl and when they turn onto 7th and back on Hayden Bridge where their bus stop route actually exists. The buses cause damage to the road, drive too fast on side road. Route 17 uses Hayden Bridge Place as an alternative to Hayden Bridge Way - why? We and our neighbors aren't sure. We don't know why they can't make the same turn on Hayden Bridge Way and instead have to drive down our side street every half hour every day. It's damaging our roads, creates noise and we don't have any bus stops on our street. We would love to see LTD remain on 5th and Hayden Bridge Way and not on side streets. Thank you so much for listening. | Thank you for your comment will be shared with staff and consideration. |
| 31 | 1/14/2020 | Dolly Kindrick | Phone | 17 | Hayden Bridge Place | Support | She is in support of removing Rt. 17 from Hayden Bridge Place. She doesn't see ridership on Hayden Bridge Place nor on Hayden Bridge Road and doesn't like that the bus comes down the road every 30 minutes. She and her neighbors are supportive of removing the bus from the road. The road is small and the bus is disruptive to the neighborhood. She thinks that running on Q St. makes more sense because of all of the apartments and development there. She and her neighbors have been trying to get us to stop running on Hayden Bridge Place for years. | Thank you for your comment will be shared with staff and consideration. |
| 32 | 1/21/2020 | Adriane Myers | Email | 24 | Donald and Fox Hollow | Discontinuation of Route | I live in the affordable housing apartments, Woodleaf Village, right where Donald meets Fox Hollow. I am writing to implore you not to cut #24 service to Donald and Fox Hollow! I was so thankful to move here three years ago, as I knew that bus service was only a five minute walk from my front door. I have used the bus to get to and from work as a seasonal employee with the City of Eugene parks, as well as when I was a student at LCC. I love riding the bus whenever I can, and I prefer not to drive. I know that a lot of my neighbors have limited incomes, and most of them have children (I have a middle schooler who rides the bus home from Spencer Butte daily). Many families rely on the bus for their children to get to school, for their teenagers to enjoy independence and get to activities, and for themselves for transportation for a variety of reasons. Across the street from Woodleaf Village is the huge apartment complex, Forest Village. I would assume that there are a fair amount of people from those apartments who also use the bus. Here at the top of Donald, I live in a densely populated area along with many other people who can't or don't own a single family home for whatever reason, I would assume primarily financial. It is my uneducated opinion that the bus probably serves a greater percentage of low income people than other riders. In speaking with my neighbors, they have expressed that one of the important factors they weighed in choosing to live here was proximity to bus service. That was important for me in my decision to move here as well. I would strongly urge LTD to keep route 24 in its full length I understand that LTD is trying to move toward more frequency of rides, but I don't think that cutting service to hundreds of customers at the top of Donald Street is worth a few minutes saved because of frequency. I would rather have 30 minutes between buses than loose buses all together!!! I used to drive for Go Taxi, and gave rides to fare paying passengers as well as people accessing RideSource. If bus service was cut to this location, I think there would be a net increase in demand for RideSource service to this area, which would work against the goal of operating a sustainable transportation network. My son's father moved into an apartment, just this week, off 29th and Willamette. He chose that location specifically so that my son could visit him easily on weekends by taking the #24 from our house to his and back. Moving is not easy for anyone, it is also expensive, and for that reason even more difficult for low income families. If bus service was cut, low income people who rely on it would be forced to make a lot of difficult life changes, in an already challenging economy. Walking a mile to the nearest bus stop would be a huge effort from where I live, and getting home after a full day of work would require a very steep uphill hike. Maybe it wouldn't seem quite as difficult if there wasn't such a significant change in elevation. Please don't leave us stranded up here! Bus 73 goes to the U of O, and its schedule is much less frequent than the 24. I think that having service to downtown is much more important, as that is where connections to the EmX and other lines happen. If you must cut a route to the top of Donald cut the 73. Cut the frequency of the 24 to say once per hour except for during the morning and evening rush hour times. The 24 could even stop running to the top of Donald after say 8pm. But please don't cut our connection to downtown altogether! This would have a serious economic and social impact on many families who live in this area, and that stress and loss would ripple out into the community. I appreciate LTD's goal of creating more frequency, but I never would have supported that if I knew it was at the expense of cutting long-established, trusted, and much appreciated routes. Please don't abandon us! Thank you for reading and for your consideration. I hope that the board can consider this choice very carefully, and weigh the significant social impact that such a decision would have. I sincerely hope that LTD reconsiders its plans for the 24, and keeps the route at its full length. The loss and upset to a loyal rider base, who relies on the bus service with so much gratitude, would really not be a good thing, in many ways. | Thank you for your comment will be shared with staff and consideration. |
| 33 | 1/22/2019 | Adrianna Porrazzo | Comment form | 24 | Donald and Fox Hollow Road | Discontinuation of Route | My mother and I will be stranded. She is disabled and I am epileptic and would be stranded if the 24 stopped coming to Donald and Fox Hollow Road | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 34 | 11/12/2019 | AJ C. | Comment form | 24 | 48th and Donald | Discontinuation of Route | "These changes will impact your commute by making it:" impossible. This proposal eliminates an entire bus route and a half that I ride, and it will force me to walk many more miles than I already do to catch the bus. In addition to this unjust proposal, it is a safety hazard for those of us who often have to commute in the dark. This proposal cuts service to thousands of people who live in South Eugene. Not only is this essential service being threatened, but also is threatening the city of Eugene's infrastructure. Public transportation is intended to help reduce traffic and pollution, and to provide access to the people. If LTD goes through with the proposed changes, LTD will fail to hit these marks. Please do NOT change the route for bus #24! There are so many people who depend on that bus to get them to work. It is imperative that they have access to the bus. | Thank you for your comment will be shared with staff and consideration. |
| 35 | 11/6/2019 | Andrea Bentley | Email | 24 | N/A | Discontinuation of Route | | Thank you for your comment will be shared with staff and consideration. |
| 36 | 2/25/2020 | Barbara Goldberg | comment form | 24 | Transit Tomorrow | Discontinuation of Route | Although I'm not a resident in the Saratoga-Fox Hollow neighborhood, I take the route 24 bus 3 times a week (sometimes more frequently) to attend educational /spiritual programs at 5440 Saratoga Street. The place is called center for Sacred Science and is located a few minutes from the bus stop at Saratoga. The members chose this location for our building because it was on the bus route and members could walk there very easily. I depend on the bus to get to the Center. I use the route late afternoons, evening, weekends and early morning for meditation. On my return I might stop at the grocery store or medical offices or hardware at True Value. In your transit tomorrow comment form, you write: "These changes will impact your commute by making it MORE..LESS...CONVENIENT!" The word convenience, but an ESSENTIAL SERVICE for me. The Center for Sacred Science is the center of my spiritual life and an educational force. Route number and bus is an essential need for a retired person who does not drive any more. Why do you infer that it is convenience? Do I am against you discarding the 24 route. I depend on this route above all the others. I have medical, spiritual work as well as friendship. It is vital to myself and others. I am shocked that you would consider cutting it off at the area that I need it. Saratoga St. and above is necessary for me. What are you thinking? I am a senior. I dislike your narrow thinking. Leave it alone. Extend the services rather than reduce the popular routes. What are you thinking? It sounds like some clever idea is behind it, but has nothing to do with the reality of the people who want more services, not cutting it---reducing it. Do not cut what works well. Add ideas, but don't reduce good ones. It's the vulnerable population that suffers. Are you involved? I am. | Thank you for your comment will be shared with staff and consideration. |
| 37 | 12/11/2019 | Barbara Goldberg | Email | 24 | Saratoga | Discontinuation of Route | | Thank you for your comment will be shared with staff and consideration. |
| 38 | 12/24/2019 | Barbara Goldberg | Comment form | 24 | Eugene Station and Saratoga | Discontinuation of Route | You are taking away my ability to reach my destination. I am older and cannot walk more than 1/2 mile. Sometimes just a few blocks. Suggestions - provide small bus. People most affected are those who are older and with lower income. Don't do it! Expand! How foolish is your thinking? My generation is living longer. We need help on transportation. I am limited in my walking. Your proposal is discrimination against the less abled. We do not need reduction. We need expansion. Route 24 is a busy, productive route. You are making it hard for me. I cannot walk far. I am 73 years old and try to stay active. Route 24 is a vital part of my life. | Thank you for your comment will be shared with staff and consideration. |
| 39 | 2/24/2020 | Beth Bauer | Email | 24 | Fox Hollow & Donald | Discontinuation of Route | Eliminating 24 route to Fox Hollow and Donald will mean that my husband will not be able to get to work and my daughter will not be able to come home without a planned ride. We are doing our part for the environment by having 1 car and your choice to eliminate this stop (which many people use) will cause us to have to move from our home of 9 years. This is unacceptable and I will make sure we do NOT ride the bus and encourage others to do the same if this elimination does in fact take place. Shame on you for taking the only transportation from people in my community that really need it. The hill is steep and it is a mile to the closest stop otherwise, down the steep hill. Please have compassion and reconsider. | Thank you for your comment will be shared with staff and consideration. |
| 40 | 2/21/2020 | Beth weintraub | Comment form | 24 | Transit Tomorrow | Discontinuation of Route | I live in a condominium of 54th off Donald (Hunington Heights) part of the reason I need this is that I would have access to a bus service I could no longer drive and could age in place. I was so disturbed to hear this proposed plan. | Thank you for your comment will be shared with staff and consideration. |
| 41 | 12/17/2019 | Brian Potterman | Comment form | 24 | 46th & Donald | Other | Perhaps a 24 East and 24 West that runs every 1/2 hour to 40th except staggering every other half hour. Amazon & Donald routes would provide hourly neighborhood service. | Thank you for your comment will be shared with staff and consideration. |
| 42 | 11/12/2019 | Community Member | Southeast Neighborhood Association Meeting | 24 | Southeast Eugene | Discontinuation of Route | Concerned about changes to Route 24. Feels that it is unfair that some people get better service while this neighborhood will no longer have service. | Thank you for your comment will be shared with staff and consideration. |
| 43 | 11/12/2019 | Community Member | Southeast Neighborhood Association Meeting | 24 | Southeast Eugene | Discontinuation of Route | Concerned about changes to Route 24. Family bought a house on this route and got rid of their cars, for environmental reasons. The family uses the 24 as their primary form of transportation. They never contemplated that the 24 would ever go away. She has two teenaged sons who take the bus 5-6 times a day because they are in network charter school. Her family will be at least 1 mile away from the bus. She is very upset. | Thank you for your comment will be shared with staff and consideration. |
| 44 | 11/19/2019 | Concerned Citizen | Phone | 24 | Fox Hollow | Discontinuation of Route | For people who need Route 24, your change would be detrimental; I understand the strategy behind adding more frequent service to the core of the city, but there are so many people who simply would not be able to get to the new routes because they are so far away. How about you provide a smaller bus to them so they connect to this great new service? | Thank you for your comment will be shared with staff and consideration. |
| 45 | 12/6/2019 | Dawn Sullivan | Comment form | 24 | Tamarack Pool | Discontinuation of Route | Losing the Tamarack Pool stop would greatly impact me. I recently found the pool for my exercise, so if you took this service out of the neighborhoods of bus 24, it would cause a great deal of problems since I am disabled and suffer from Fibromyalgia as one of my disabilities. | Thank you for your comment will be shared with staff and consideration. |
| 46 | 2/24/2020 | Delores Bryant | Comment form | 24 | Transit Tomorrow | Discontinuation of Route | I'll hate, for the bus to change because I use the bus to go everywhere I need to go | Thank you for your comment will be shared with staff and consideration. |
| 47 | 11/19/2019 | Donna Reed | Comment form | 24 | Donald and Fox Hollow | Discontinuation of Route | The proposed change to this route would be devastating to a lot of people. Kids ride the bus to school. There are several people in my complex who don't own cars, so no idea what they'll do. Neighbors who work at the colleges take the bus. I am truly shocked at the proposed changes to South Eugene. Please reconsider before abandoning us! | Thank you for your comment will be shared with staff and consideration. |
| 48 | 2/21/2020 | dylan tweter-cianci | Comment form | 24 | Transit Tomorrow | Discontinuation of Route | I live by the university and work at 25th and Willamette, and bus or bike daily. I worry about the Hilyard and 30th intersection in the new plan, because that is currently a busier intersection without a good main shelter. I am a closer, but having late late buses (like after bars close) would be great some day. | Thank you for your comment will be shared with staff and consideration. |
| 49 | 1/23/2020 | Erin Mckercher | Comment form | 24 | Spencer Butte Middle School, 20th and Willamette | Discontinuation of Route | My children use this route to and from school - Spencer Butte Middle School. I work full time as a single parent and we rely on public transportation as a safe, accessible, reliable and affordable way for my children to get from home to school in the morning and to home from school in the afternoon. | Thank you for your comment will be shared with staff and consideration. |
| 50 | 12/5/2019 | Eva Smekens Justice | Email | 24 | N/A | Discontinuation of Route | We have several friends and house sitters who rely exclusively on the bus, specifically route 24 as their only reliable means of transportation. To lose this route would restrict their ability to earn extra funds which they rely on to meet their monthly expenses. It would also inconvenience the entire neighborhood who use LTD during poor weather conditions. Thank you for your consideration. | Thank you for your comment will be shared with staff and consideration. |
| 51 | 2/10/2020 | Hannah Mitchell | Comment form | 24 | South Eugene | Discontinuation of Route | The changes you're proposing are unfathomably poorly thought out. People will lose their access to jobs, medical appointments, shopping, etc. Your idea to abandon the most vulnerable people and for routes to funnel funding to Coburg Road for Rapid Transit is insane. Coverage MUST BE KEPT in South Eugene, I am ANGRY about this. | Thank you for your comment will be shared with staff and consideration. |
| 52 | 1/21/2020 | Iris deBruin | Email | 24 | N/A | Discontinuation of Route | I have recently found myself without a car, I have two children, an infant and a 1st grader at Charlemagne. It is challenging enough to figure out how to get her from school, but we rely on the bus that goes at least 1/2 way home. I live in a low income community right at the top of the bus route and I know a lot of people rely on this system and for me I never thought that I would be so reliant on the bus system until my car broke down and it was my only back up. Please consider keeping this bus route! | Thank you for your comment will be shared with staff and consideration. |
| 53 | 1/10/2020 | Jacque Klas | Comment form | 24 | Donald and 39th | Discontinuation of Route | Reducing service routes will not help. We need more bus routes, not reduced routes more often, This is a terrible idea, not thought out and not considering your ridership. | Thank you for your comment will be shared with staff and consideration. |
| 54 | 11/14/2019 | Jesselyn Barroq | Comment form | 24 | 46th Ave to Donald/Fox Hollow | Discontinuation of Route | These three apartment complexes around Donald and Fox Hollow are not within the school bus limit, yet for this age children to be expected to walk amongst all these trees on these streets is not safe. We really need the city bus for the after school commute, Thank you for | Thank you for your comment will be shared with staff and consideration. |
| 55 | 2/24/2020 | Jill Schnider | Email | 24 | South Eugene | Discontinuation of Route | It is both heartbreaking and heartless to be considering the proposed cuts and elimination of routes. I'm most familiar with south Eugene and #24. The route is standing room only in the mornings with students, elderly and people who have disabilities. The ridership continues throughout the day and evening with smaller numbers but consistent riders who have no alternative transportation. The impact of such severe cuts and elimination of 24 and other routes would be devastating to so many people in our community and their families, particularly those most vulnerable and in need. Please reconsider the proposal and impact it would have and vote No. | Thank you for your comment will be shared with staff and consideration. |
| 56 | 12/6/2019 | Joan Lambe | Comment form | 24 | 53rd & Donald | Discontinuation of Route | I live on Donald and take the #24 bus. If the route changes, I would have to walk almost 1 mile to get to and from bus stops. This will be very difficult for older bus riders and will lead to more isolation for seniors in our community. Please reconsider the new routes so that LTD can continue to support seniors who depend on accessible bus service to meet their transportation needs. | Thank you for your comment will be shared with staff and consideration. |
| 57 | 2/7/2020 | Joel Morwood | Letter | 24 | Saratoga | Discontinuation of Route | It has come to our attention that the LTD is considering dropping bus route 24 as part of its Transit Tomorrow Program. On behalf of the board of directors of the Center for Sacred Sciences and our entire membership, I urge you not to take this drastic step. The Center for Sacred Sciences is a church located at 5440 Saratoga Street. In addition to holding regular Sunday morning services, we offer a variety of classes; worship, and meditation sessions, many of which are attended by both our own members and members of the general public. We also maintain a library which is open every other Sunday afternoon and on Tuesday evenings. This means we have one or more activities going on at our church six to seven days a week. Many of our members are seniors and/or low-income citizens who do not have any private means of transportation. They depend entirely on the bus route 24 to attend these events. Since our membership has been growing steadily every year, we anticipate this dependency will only increase in the future. In fact, the availability of this public transportation service was a major factor in our decision to purchase the 5440 Saratoga Street property back in 2013. What's more, we continue to schedule our events so that they synchronize with the route 24 bus schedule. In short, dropping this route would impose a severe hardship on many of our members and others who come to the Center. For this reason, I urge you to maintain the route 24 bus service, which plays such a large role in enriching their lives. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 58 | 3/11/2020 | John Price | Comment Form | 24 | South Eugene | Discontinuation of Route | There are 150 units of low income housing within 500 feet of the current southern most stop for the 24 route. This does not include the hundreds of single family dwellings on this route south of 43rd. It is at least a mile from these locations to 43rd. Are people supposed to walk that mile in snow and ice, or in driving rain to get to a bus? Catering to the U of O students downtown by taking service away from these folks is just wrong. | Thank you for your comment will be shared with staff and consideration. |
| 59 | 11/8/2019 | Justin Dean | Website | 24 | Fox Hollow | Discontinuation of Route | Please do not take the route away from 43rd up to Fox Hollow. I understand the concerns about snow and ice, however, there are plenty of children, parents, and everyone else in our community that use all of these stops very frequently. I buy monthly passes myself in order to use the bus whenever I can as it only makes my life a bit easier with this stop. If these get taken away, you would be greatly inconveniencing everyone in this area. Please reconsider this idea as it will make the lives for the folks that all live here worse. | Thank you for your comment will be shared with staff and consideration. |
| 60 | 11/19/2019 | Kathryn Reed | email | 24 | Donald Street | Discontinuation of Route | I am concerned about the proposed changes to the Route 24 bus. I am legally blind and depend on the bus for transportation to and from work and other events. I live at 265 East 41st Ave, a house that we bought because of it's proximity to the bus line and other conveniences. I do not have other options for transportation. I stopped driving when I was 25 years old due to my lack of vision. I sincerely hope that you do not change my ease of access to taking the bus. Catching the bus on Donald and 40th and also getting off the bus just across the street make it easy for me to continue to be independent and a contributing member of the Eugene workforce. | Thank you for your comment will be shared with staff and consideration. |
| 61 | 2/11/2020 | Kathryn Reed | Email | 24 | 40th and Donald | Discontinuation of Route | I strongly oppose eliminating a bus route that travels up and down Donald Street. Hello, I am a legally blind 65+ year old individual who depends on the bus for transportation. My partner and I when looking for a house to buy 3 years ago made being close to a bus route a necessity. We bought in the 40th and Donald area where I only have about a block and a half walk to the bus stop on 40th and Donald. Also the same distance on my way home in the evening. I work full time as a receptionist in the 14th and Willamette neighborhood and appreciate the ease in my weekday transportation. That looks to drastically change with your new route changes. I am concerned in losing my independence regarding my own transportation needs along with many others who use the #24 bus on a daily basis. I urge you to reconsider eliminating the #24 bus route. Please do not take away my independence. | Thank you for your comment will be shared with staff and consideration. |
| 62 | 12/27/2019 | Kirstin Gregg | phone call | 24 | Fox Hollow | system change | I'm not a bus rider, but many of my neighbors rely on the bus, and because of that, I am opposed to reducing or eliminating Route 24. Everyone should have access to the bus. | Thank you for your comment will be shared with staff and consideration. |
| 63 | 2/25/2020 | Linda Osak | comment form | 24 | Transit Tomorrow | Discontinuation of Route | Dear LTD Planning Department: Three years ago I bought my house to be on the bus line for myself and my legally blind partner. Having lived previously in a neighborhood not served closely by a LTD bus line, it has been a real pleasure to see my parent's returned independence. She rides the # 24 to and from work every day. She is able to commute independently to meet with friends, appointments and shopping without the need of a ride from me or them. I strongly urge you to NOT discontinue the # 24 bus route that currently runs up and down Donald Street. Please take into consideration that the # 24 bus should stay in operation it currently running. Thank you | Thank you for your comment will be shared with staff and consideration. |
| 64 | 2/14/2020 | Mary Engall | Phone | 24 | Tamarack pool | Discontinuation of Route | Caller states: I live at 29th & Willamette and I use the bus 24 all the time; specifically to go to the Tamarack pool on Donald. Please don't take this away from me. | Thank you for your comment will be shared with staff and consideration. |
| 65 | 11/8/2019 | Mary Wood | phone | 24 | South Hills | Discontinuation of Route | I am opposed to you discontinuing Route 24. The people who use it now would not be able to get down the steep, sometimes slippery hill to access a stop further away, so they would have to drive and that goes against your goals to reduce carbon emissions in this community. You are not headed in the right direction with this decision. | Thank you for your comment will be shared with staff and consideration. |
| 66 | 2/20/2020 | Maurya Kaarhus | Email | 24 | Transit Tomorrow | Discontinuation of Route | I am writing in support of keeping the # 24 bus. If there isn't enough ridership, then maybe cut it to once an hour. But please don't eliminate the route. I'm a senior citizen and I use that bus. But beyond my personal perspective, I am generally in favor of keeping bus lines. If I were Mayor, I'd make all the buses FREE for EVERYONE. that would save so many people from driving, and save this valley from auto CONGESTION and pollution, which as you know is really bad here at the southern end of the Willamette Valley, where it all ends up. I have taken the bus in Eugene all my life, starting in elementary school and continuing into my free senior pass, and thank you for that benefit. So since the 1960's I have benefited from the city bus, as we used to call it before it was LTD. The old buses were small and green and we knew our driver by name. very nostalgic. Is that relevant? Yes. because our population has grown, but our city streets and bridges haven't kept up. And kids and adults still need the bus. Please do what you can to put pressure on the city to support and subsidize public transit for the good of all. The city has subsidized other projects, real estate deferred taxes, internet infrastructure, why not Mass Transit? Our goal is to get people out of cars, for the sake of reducing carbon, and for clean air. know you are busy right now, but I would appreciate a response. | Thank you for your comment will be shared with staff and consideration. |
| 67 | 1/21/2020 | Mel Cliff | Email | 24 | 43rd & Donald | Discontinuation of Route | I just wanted to inquire about February public meetings for proposed route changes to the 24 Donald at Fox Hollow. You asked if the community at Woodleaf wanted to meet with LTD to discuss the issues we will face if this route is eliminated? Most were curious about the content or information you had to share or would it be an opportunity for you to listen...They aren't interested in talking about numbers and how this will improve access in general, we want a solution to what faces our young kids and ourselves who use public transit up here. I want an explanation on how this isn't a blatant attempt to gentrify South Eugene...There are 3 complexes up here...one affordable housing...many of us have only LTD as transportation.. MODIFICATION IS NECESSARY being completely cut off is NOT a solution... I recently had back surgery so this change is even more detrimental for me personally...I can't walk from 43rd with groceries up hill. Again if you want to serve your community WALK up 43rd to Woodleaf village and meet with us. Experience first hand what you are proposing. | Thank you for your comment will be shared with staff and consideration. |
| 68 | 1/18/2020 | Melanie Cliff | Comment form | 24 | Fox Hollow and Donald | Discontinuation of Route | MELANIE CLIFF; WOODLEAF VILLAGE AFFORDABLE HOUSING COMMUNITY; WE OF LIMITED INCOMES NEED THIS ROUTE 24 AT FOX HOLLOW. THE 3 COMPLEXES UP HERE HAVE A VARIED SOCIOECONOMIC STATUS WE NEED MODIFICATION WE NEED TRANSIT NOW! FOR OUR CHILDREN AND LIVELIHOODS. CONSIDER THE DETRIMENTAL IMPACT ON FAMILIES, ELDERLY AND CHILDREN. THIS IS A UNEDUCATED DECISION. WALK WITH US FROM 43RD TO OUR HOMES ON FOX HOLLOW. IF YOU ARE INTERESTED IN YOUR COMMUNITIES TRANSIT FEEL THE IMPACT WITH US. \$\$ MEAN MORE THAN PEOPLE? WE NEED TRANSIT LIKE EVERYONE ELSE. WE ARE NOT NUMBERS WE ARE WORKING FAMILIES. | Thank you for your comment will be shared with staff and consideration. |
| 69 | 1/21/2020 | Michele Linbarger | Email | 24 | Donald and Fox Hollow | Discontinuation of Route | It has been brought to my attention the proposed route changes to #24, eliminating the Donald/Fox Hollow stops. This is going to adversely impact my son who travels from South Eugene. We live near this stop a full 1 mile plus from the 43rd street stop, and will impact his arrival time home especially in inclement weather. Him being able to ride and be dropped near our house is important because he is on the Autism Spectrum and this gives him the feeling of independence, while not having to heave a heavy load uphill more than a mile to our home. Please reconsider this change. I know many people up near the top of this street who rely on this stop. | Thank you for your comment will be shared with staff and consideration. |
| 70 | 11/12/2019 | Mr. Salinsky | Southeast Neighborhood Association Meeting | 24 | Southeast Eugene | Discontinuation of Route | He is concerned about cutting out such a large area from Route 24. LTD is saying the program is progressive, but cutting service to people is not progressive. It won't be faster if they won't have any service. LTD is changing people's whole lives. It's not fair. Government should not favor one group over another. The system needs to be fair and the proposal is not fair. He remembers when electricity came to town and rural people couldn't afford to get transmission lines. The government paid for the transmission lines so that rural folks could have washing machines. | Thank you for your comment will be shared with staff and consideration. |
| 71 | 11/8/2019 | N/A | Blue Card | 24 | N/A | system change | Please post a notice at the Eugene Station's route 24 stop announcing the plan to cut service & the dates of the public hearings | Thank you for your comment will be shared with staff and consideration. |
| 72 | 2/12/2020 | N/A | Phone | 24 | Tamarack pool | Discontinuation of Route | Does not live in the area, but takes route 24 to the Tamarack Pool. She does not want to see this route be eliminated. | Thank you for your comment will be shared with staff and consideration. |
| 73 | 12/23/2019 | N/A | Comment form | 24 | Donald | Discontinuation of Route | How about a street cab at Willamette (South to Amazon), like the EmGo electric vehicle. Options running hourly to make up for lack of service on 24, 27, 28, 33 & 73 | Thank you for your comment will be shared with staff and consideration. |
| 74 | 11/8/2019 | Nadia | phone | 24 | | Discontinuation of Route | Deleting this route would create a tremendous hardship for certain people who live up here and can't make it down the hill. People depend on this route. Please, please reconsider. | Thank you for your comment will be shared with staff and consideration. |
| 75 | 1/21/2020 | Nadine Batya | Comment form | 24 | South Eugene | Discontinuation of Route | Eliminating Number 24 will impact patients who ride LTD in South Eugene to the Lane Community College dental clinic on Willamette Street. | Thank you for your comment will be shared with staff and consideration. |
| 76 | 3/4/2020 | Nora Talbot | Phone message | 24 | fox hollow and donald | Discontinuation of Route | I would be very upset if you took away this route. I am 72 and using the bus is the only way for me to get around. This would create a hardship for me. | Thank you for your comment will be shared with staff and consideration. |
| 77 | 11/14/2019 | R Tomlinson | Comment form | 24 | Donald and Fox hollow | Discontinuation of Route | I rely heavily on Donald and Fox Hollow 24 route as does my middle schooler. Please do not stop this route. | Thank you for your comment will be shared with staff and consideration. |
| 78 | 12/23/2019 | Robert Miller | phone call | 24 | Fox Hollow | Discontinuation of Route | Caller said that they live on Owl Road and his daughter already has to walk 1/2 mile to a bus stop; taking away route 24 would make her have to walk another 1 1/2 miles. This would make it impossible for her to get to school. | Thank you for your comment will be shared with staff and consideration. |
| 79 | 11/8/2019 | Sally Gudgel | phone | 24 | Fox Hollow & Donald | Discontinuation of Route | I have a 94 year old neighbor who would not be able to get anywhere in the community without route 24. Please don't take it away. | Thank you for your comment will be shared with staff and consideration. |
| 80 | 2/24/2020 | Sannon Hanson | Comment form | 24 | Transit Tomorrow | Discontinuation of Route | I believe the loss of service to my and many other residential areas is very short sighted. I volunteer at the library and shop downtown. I'm retired now, but when I was working I used LTD exclusively for transportation. I have friends and neighbors who feel like I do. I hope that LTD consider the feedback citizens are giving and at that LTD's plan is not a forgone conclusion and our feedback is not ignored. Thank you. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 81 | 12/22/2019 | Shaya Mooney | Comment form | 24 | Near Donald and Ventura | Discontinuation of Route | We are a one-car family of four (2 adults, 2 children) off of Saxon Way near Willamette and Coachman. Both adults in our house work and our children are homeschooled with various classes and commitments in Eugene. My partner works for Lane Co. and I work as consultant all around town. We rely on the 24 route for transportation when the other of us has the van and the elimination of this route would make our lives a lot more complicated. Currently, my husband rides his bike often, but it is 4 miles each way (and uphill most of the way home) and he relies on the bus on days when it is difficult to make the ride because of physical issues. I rely on the bus to be able to make our plans work when my partner has our van and there is someplace one of the rest of the family needs to be. We would feel pretty isolated out here without our city bus as a resource. Please don't leave us out here with no service! | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 82 | 1/14/2020 | Susan Urshan | Email | 24 | 40th & Donald | Discontinuation of Route | I'm writing in response to the possible cut or change of the Donald bus. I live on 40th and Oak along with six other families who regularly take this bus, most of them have disabilities. We are urging you to consider letting this bus go as far as 40th and Donald then perhaps turning it on 40th up to Willamette. That would incorporate many of the stops we frequent. In closing I wonder are there any public meetings to be held on the matter? Our neighbors would like to attend and voice our concerns. | Feedback provided here is being shared with the Board. In addition, all LTD Board meetings are open to the public and include an opportunity for public comment. Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 83 | 11/19/2019 | Tyler | email | 24 | Donald & Fox Hollow | Discontinuation of Route | First, I want to thank you for running such a wonderful bus service. My wife and I used to live downtown (so we either walked downtown or drove further distances), so we didn't need to use the bus often. After moving to Huntington Heights off Donald, we make frequent use of the bus to commute downtown to minimize our car use and greenhouse gases. Using the bus system has been great. Especially LTD. And I love that I can now buy a pass on my phone. Some feedback regarding your proposal: My wife and I (especially my wife) uses bus 24 daily. We are at Huntington and Donald, and rely on that bus everyday. It would mean walking 20 minutes down the hill, which would cost her (and I) an additional 40 minutes every day. The bigger issue is that we know of elderly folks in our congregation (Church of the Resurrection) that would be impacted by the loss of bus service up that hill. Walking that far down just doesn't work for them—plus it isn't safe. That steep portion of Donald isn't safe for our older people. The other issue is that with a concentration of more dense housing units at or near the top of Donald and Fox Hollow (Woodleaf Village, Forest Village Apartments, Huntington Heights Condos (where I live), and a couple of other apartments/condos at the top of Donald). It makes sense to continue having mass transit to these locations. As the roads get more congested and as the issues of global warming continue to come to the forefront, mass transit access to dense residential areas will continue to be crucial. We would implore you to keep Route 24 to the top of Donald and Fox Hollow. Thanks for listening. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 84 | 11/19/2019 | Tyler Stewart | Phone | 24 | Fox Hollow & Donald | Discontinuation of Route | I wanted to let you know that there are a lot of elderly people up this hill who use this route and they very much need it to access the community. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 85 | 12/5/2019 | Vivian Lohmy | Comment form | 24 | Fox Hollow | Discontinuation of Route | Please don't stop route 24. There are no alternatives to that area. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 86 | 1/6/2020 | Wayne DeCosta | email | 24 | Donald Street | Discontinuation of Route | According to the sign pictured below, route #24 may be changed so that it no longer goes to the top of Donald Street. Please know that this would create a hardship for our family, as 4 out of 5 of us (1 adult, 1 college student, 2 high school students) use that route regularly. We live at the very top of Donald (5430 Donald Street) and the bus stop is close to our house at this point. Walking to the bottom of the hill to catch the bus, then to the top of the hill to get back home, is not a welcome prospect. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 87 | 11/20/2019 | Ericka Rhodes-Edwards | Comment form | 25 | 35th and Donald And Fox Hollow/Saratoga | Discontinuation of Route | My son rides the number 24 bus home from school everyday. He attends The Village School and we live near Fox Hollow/Donald. My husband and I work full time and are not able to provide transportation after school. If the bus route changes this would no longer be an option for him/us. I have no idea how he would safely get home if this option were taken away. Our plan was for my son to ride the bus to and from high school as well. Again, if this route were changed that would no longer be an option for us and many other families in our neighborhood. I personally ride the number 24 bus as often as I can to my job downtown. I prefer to ride the bus for many reasons - environmentally conscience, gives me time to answer emails/work before I enter the office, gives me alone time to organize thoughts/calendars, and it's convenient. I implore you to reconsider. Our family is only one of many that this change would negatively effect. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 88 | 1/6/2019 | Annie Caredio | Comment form | 27 | Augusta at 26th | Discontinuation of Route | I am a senior and have lived in my home at 2657 Augusta St for 25 years. My plan was that my husband (69 years old) and I would age in place with nearby bus service getting us where we need to go. As the schedule is now, the 27 does not give us many schedule options. If you take away the 27 route, our nearest bus stop will be the EmX on Franklin Blvd...1.5 miles away! Having to walk 1.5 miles to catch a bus is unreasonable and probably not achievable for seniors like us. I feel that eliminating neighborhood bus routes is also not in keeping with a smaller carbon footprint for the city, as those people on your eliminated routes will then have to drive, if they can afford a car! Better bus routes with frequent stops improve the livability of cities. I would like to see Eugene step up and offer public transportation to all neighborhoods, because that is where we live! "in neighborhoods!" | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 89 | 2/6/2020 | Ariana Mull | Email | 27 | Laurel Hill | Discontinuation of Route | LHV has a 14/100 walkability score, a 22/100 transit score, and a 39/100 bike score. Our neighborhood's overall walkability score is ranked 19th in the city of Eugene and that's pretty bad considering Eugene only has a 45/100 walkability score, and is considered a dependent city. The LHV neighborhood has a terrible absence of sidewalks to lead pedestrians safely to the closest EmX station and no legal way to cross over Franklin to the South Bank Path or Knickerbocker Ped/Bike bridge. And now LTD plans on eliminating RT 27? This merely makes us less safe and more isolated if we want/need to use public transport or more car dependent if we have that option. https://www.walkscore.com/OR/Eugene/Laurel_Hill | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 90 | 11/14/2019 | Carla Lehrer | Comment form | 27 | August St. | Discontinuation of Route | My grandson takes us bus to and from school every day. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 91 | 11/20/2019 | David Nestor | Comment form | 27 | Eugene Station and Fairmount at Northwest Youth Corps | Discontinuation of Route | I know that you are thinking about ending the 27 route that stops in the Laurel valley. This bus route is a critical connection for the community in this area. It connects students to the U of O, it brings people to work in town and eliminates the need to climb up and over a giant hill of Hendricks park for those with mobility issues. In addition, it brings many highschool students to the Twin Rivers school and connects many young people with education and community service opportunities at Northwest Youth Corps. This Bus route provides access and opportunity to many in this community and I urge you to maintain its support for our area. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 92 | 2/27/2020 | Frankie | Email | 27 | Laurel Hill | Discontinuation of Route | Ultimately, I hope our route won't be cut, but if the majority of people on the main routes taking the June survey said they want more frequent service, and only a few people live on outlier routes like the one I live on (route 27), then I guess we're out-voiced, and will need to look at other options. Such is reality. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 93 | 11/8/2019 | Jay Bear | Website | 27 | Fairmount | Discontinuation of Route | About your proposal to eliminate a number of routes including the route I ride the 27. from where I live is about 1/2 to three-quarters of a mile to the EmX stop at Walnut which would be my closest transit if you eliminate the 27. Carrying groceries will not be fun and in winter it is a very slippery dangerous walk. I understand that this is not a huge ridership route but there must be some way you can include it as part of one of the routes that go to South Eugene. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 94 | 11/18/2019 | Jessie Johnson | Comment form | 27 | South Eugene | Discontinuation of Route | I heard that you are looking to remove Route 27 Fairmount bus. This is the only one that stops at Northwest Youth Corps/Twin Rivers Charter School and the only way many of our students are able to get to school and back each day. This may not be the most used stop, but it is vital. Most of the students attending this school are completely reliant on this bus. This will negatively impact them and their futures. For the students to come to school with your proposed alternate stop would mean they walk 1.5 miles. This is unacceptable and dangerous. Removing this stop will put children's lives and futures at risk. I find this completely unacceptable. Please do not cause risk for our children and jeopardize their futures. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 95 | 2/6/2020 | Jill Axemaker | Email | 27 | South Eugene High School | Discontinuation of Route | My high school aged daughter depends on the Route 27 bus to get to & from South Eugene H.S. five days a week. A major change or cancelation in this route (the only one to serve our neighborhood) would be a hardship. What would be her options? Get up even earlier in the morning and walk out of our neighborhood in order to ride another bus? | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 96 | 11/25/2019 | Katie Howard | Comment form | 27 | Twin Rivers Charter School | Discontinuation of Route | I am a parent of a student at Twin Rivers Charter School. This school relies on the 27 bus to get students to and from school during normal hours. There is presently no close stops in case a student needs to leave during the day. Honestly, this crap needs to stop happening. This bus line has been threatened for the past 3 years (time my child has been a student) and it needs to stop. STOP THREATENING TO CUT THIS BUS STOP! For crying out loud, it is a STUDENT STOP! Why LTD continues to do this is beyond me. Are you not valuing education for our kids? What other school stops are you threatening to cut? I'm sure you can figure out plenty of other inconsequential stops if you're looking to save a hint of money and time. Just freakin stop. Let these kids get to and from school with ease, as I'm sure you realize they have much more pressing issues on their plates to deal with. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 97 | 3/6/2020 | Kay Porter | Comment form | 27 | Eugene Station | Discontinuation of Route | Please don't cancel the 27. Do it at least 2 - 3 times per day, perhaps 4 days per week. Looks like we're too affluent? Or too white? How about some of that money for the electric buses? The more electric buses the better. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |
| 98 | 11/18/2019 | Mariah Clark | Comment form | 27 | Northwest Youth Corps campus on Augusta Street | Discontinuation of Route | By cancelling the 27 route I will have to walk a mile and a half down poorly lit streets to the Walnut EmX station on Franklin Ave. This is a long walk to expect people to make, especially considering the current season and the fact that it is dark by 5:00pm. Inclement weather will also negatively impact those who learn and work at Northwest Youth Corps. Northwest Youth Corps employees and students rely heavily on this already limited bus route to get to and from our homes to campus and cutting this service will severely impact people's ability to safely attend school and commute to work. Please do not cut the 27 route as there are children, families, and individuals who rely on this route. | Thank you for your comment. Your feedback will be shared with staff and the Board for consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 99 | 1/14/2020 | Monica Casagrande | Email | 27 | Roosevelt Middle | Discontinuation of Route | Your public outreach must be seriously lacking as I have just heard of the proposed elimination of the only bus that runs down my street. One of the reasons that I purchased my house was the bus stop on my corner. I love it so much that I have plans to create an added bench on my property so that riders may have a more comfortable place to sit while waiting for the bus. My children take to bus to and from their schools, Roosevelt Middle School and South Eugene High School, every week day. They tell me that their bus is always full. How will all the students that take this bus, as well as the other South Eugene buses, get to school in the morning? Let me tell you; they will drive, or their parents will drive them. They will also not learn about public transportation. Instead of eliminating bus routes you should be increasing them! Sincerely outraged, Monica Casagrande | Thank you for your comment will be shared with staff and consideration. |
| 100 | 1/14/2020 | Monica Casagrande | Comment form | 27 | Augusta 26 | Discontinuation of Route | I am the parent of two students who take this bus daily to and from school. Their lives will be greatly impacted by the elimination of bus number 27. As will mine and their father's because we will be driving them much more often. As a small business owner who pays LTD taxes I resent the fact that there was very little public outreach before your committee decided for all of us what would be better. Did you consult 4J at all? | Thank you for your comment will be shared with staff and consideration. |
| 101 | 11/18/2019 | N/A | Comment form | 27 | Augusta | Discontinuation of Route | Please don't cut #27. It is valuable to our neighborhood and the kids at the school. | Thank you for your comment will be shared with staff and consideration. |
| 102 | 2/24/2020 | Silkie Melloul | Email | 27 | Laurel Hill | Discontinuation of Route | When I first moved to Eugene in the early 90s, all 4J students had access to school buses. In my senior year, school buses were eliminated for high school students, with the understanding that they would have access to LTD buses to get to school. Now I have two teenagers of my own who rely on the number 27 bus to get to school every day. We live in the Laurel Hill Valley where there is no safe way out on foot to the nearest EmX stop, which is more than a mile away from our home. By eliminating the route 27 bus, you would be taking away access to education that children in this and other neighborhoods throughout the community depend on. This is unacceptable and will hurt working families who are not able to drive their kids to school everyday. | Thank you for your comment will be shared with staff and consideration. |
| 103 | 1/14/2020 | Sophia Luongo | Comment form | 27 | Corner of 24th and Onyx Corner of 24th and Hilyard | Discontinuation of Route | By eliminating bus number 27 my sister and I will not be able to take the bus to and from school anymore. It is more than "less convenient", it entirely changes the way that I will transport myself and sister every weekday for years to come! | Thank you for your comment will be shared with staff and consideration. |
| 104 | 2/25/2020 | Thomas Bruno | comment form | 27 | Transit Tomorrow | Discontinuation of Route | North West Youth Corp needs bus service. I talked with Andrew Martin and Bret Smith (very impressive). What I would like to see if NWYC could run their own buses to pick up students at Eugene Station/Springfield Station/UO Station or Walnut Station. NWYC could use a loading zone if the city (ies) would allow it. It would be great to use the REMIX as a tool to get the actual location of students, maybe only Walnut Station would be required. I will do more research on FTA and dedicated bus for a private school. I'm co-chair of Laurel Hill Valley Citizens and have a Masters degree in logistics. I'm very familiar with transportation algorithms and queuing theory. Lets put our heads together and HOLD NWYC. | Thank you for your comment will be shared with staff and consideration. |
| 105 | 2/11/2020 | Allan Newberry | Email | 28 | East Amazon | Discontinuation of Route | We live down at the south end of East Amazon and are currently served by #28. If our service is eliminated I see no reason for the continued existence of LTD. I actually LIKE LTD but if I am forced to pay for it without getting any benefits I will obstruct every chance I get and will vote against it and those who support it every chance I get. | Thank you for your comment will be shared with staff and consideration. |
| 106 | 12/2/2019 | Amalia Gladhart | Comment form | 28 | corner of Larch and W. Amazon | Discontinuation of Route | Dramatically less convenient. Currently a five or six minute walk downhill to catch bus. Walking to Fox Hollow with heavy book bag (I commute by bus to UO) will be far less comfortable and convenient. At this point, I do not have a parking pass and seldom drive to campus. I anticipate that with the proposed changes, I will take the bus to campus far less often, and may simply find it more convenient to pay for a parking pass. I have counted the LTD bus pass as a significant benefit of UO employment. Pulling buses out of neighborhoods this way seems to me likely to decrease ridership, particularly marginal ridership--this is not a way to persuade more people to leave their cars at home. I have been riding this bus (28) several times a week for 17 years. Was very pleased to see extended evening service. | Thank you for your comment will be shared with staff and consideration. |
| 107 | 2/10/2020 | Andrea Beardsly | Phone Call | 28 | Overbrook area | Discontinuation of Route | Caller states that she strongly protests the elimination of route 28. Everybody rides it and needs it. It is the only way many of us can get around as many of us cannot drive. Trying to save money? This is not the way to do it. The Southeast part of Eugene needs this route. | Thank you for your comment will be shared with staff and consideration. |
| 108 | 12/24/2019 | Anjali Mauro | Comment form | 28 | Dillard and E. Amazon & Eugene Station | Discontinuation of Route | I use the bus daily for my work commute. I use the bus to get to the library and do shopping. | Thank you for your comment will be shared with staff and consideration. |
| 109 | 11/8/2019 | Annie Diamond | phone | 28 | Fox Hollow | Discontinuation of Route | Taking away route 28 would be detrimental to a bunch of people who live out Fox Hollow. There are many people who choose to not have a car in this area BECAUSE the bus is so convenient. I understand that ridership is probably not very good as compared to other routes; so, maybe a better solution might be to reduce rides and trips instead of deleting the whole service | Thank you for your comment will be shared with staff and consideration. |
| 110 | 10/21/2019 | Annski Williams | e-mail to Josh Skov | 28 | Harris Street | Discontinuation of Route | I understand that bus route 28 may be cancelled. I reside on Harris Street and use the 28th and Hilyard stop. Part of my work is at 3635 Hilyard, across from the Tugman Park stop. I do ride the bus to work sometimes and foresee doing that more to drive less! I am well aware that bus use in that area is very important to the residents of the St. Vincent buildings on Betty Niven Drive. There is very little car ownership among those residents. I take my grandson downtown on the 28 which arrives at the downtown station at an excellent time for us to meet his mother after her work and for me to go on to a class downtown. Canceling this route will impact many people who do not have automobiles and may not be suited to riding bikes in rainy weather. Please reconsider the cancellation. | Thank you for your comment will be shared with staff and consideration. |
| 111 | 2/10/2020 | Bradley Haskell | Comment form | 28 | South Eugene | Discontinuation of Route | Getting a job is made extremely hard due to the lateness of buses and poor rely on them. | Thank you for your comment will be shared with staff and consideration. |
| 112 | 10/21/2019 | Brenda Kame'enui | e-mail to Josh Skov | 28 | Dillard Road | Discontinuation of Route | I write to dissuade LTD from eliminating route 28. I use the bus in winter when it's unsafe to bicycle. The only way to encourage public transportation is to make it easy and available. An Oxford House for women in recovery just opened on my block of Dillard Rd. Several of the 12 women have children, and most do not have cars. In addition, St. Vincent de Paul's Annex is on the bus 28 route. Always seeking ways to get more cars off the road, I hope you will not eliminate route 28. | Thank you for your comment will be shared with staff and consideration. |
| 113 | 11/24/2019 | Brett Gomsrud | Comment form | 28 | Roosevelt, Martin St., University transfer, Charlemagne, South Eugene High School, Amazon pool/Amazon park | Discontinuation of Route | The current proposals will make it approximately a full mile walk to catch the bus. Currently members of my family use the bus to get to school, and to after school activities. If these changes were to occur, it would require them to walk a mile in the morning and a mile in the evening, and in the winter loaded with school books, sport stuff and music instruments, usually in the dark. I was surprised to hear that LTD finds itself unable to fund all of its goals. Having lived in several cities in Washington and Oregon is that LTD has pretty high per bus ride rates. Then I learned that LTD also enjoys a payroll tax that is enjoyed by few other cities in Oregon and the tax rates increase even on top of working peoples' COLAs. I'm surprised that LTD is planning to strip the services in south Eugene, where the service is popular and well supported. | Thank you for your comment will be shared with staff and consideration. |
| 114 | 11/19/2019 | Brook Costello | Email | 28 | 40th & Donald | Discontinuation of Route | I am very concerned to hear of the proposed changes to the #28 bus. I am a disabled wheelchair user living at 40th and Donald streets. I purchased my home strongly based on bus access. The proposed changes would effectively cut me off from access to public transit. It is a shame that anyone would think it is ok to cut off whole neighborhoods completely, just to give other neighborhoods more frequent buses. I would have no problem if the proposed change to #28 was simply a decrease in frequency. I could work with that. Losing access entirely would be tragic. I am eligible for RideSource rides to medical appointments, but rides for any other reason carry a charge, and all rides must be planned days in advance. Bus access allows me more independence and spontaneity. Lyft and Uber would be my only other choices but those are not often wheelchair friendly. I am hearing an uproar of disapproval from my neighbors about these proposed changes, and I hope you hear it, too. | Thank you for your comment will be shared with staff and consideration. |
| 115 | 11/13/2019 | Caitlin O'Quinn | Comment form | 28 | Near 36th Ave and East Amazon to UO | Discontinuation of Route | I stated this previously but eliminating the 28 bus would be terrible for our family. I take it to and from UO every day and my two children take it to and from Roosevelt Middle School every day. The traffic in our area in Southeast Eugene has already gotten so bad, if this bus were to be eliminated we would most likely see much worse traffic because families would have to drive their students to Roosevelt or South Eugene High School. It would also be extremely difficult for me to try to drive my students to Roosevelt every day because our family only has one vehicle and my husband has to use it to get to work. The 28 bus is incredibly important in our daily commute. I would be so upset if it were eliminated. | Thank you for your comment will be shared with staff and consideration. |
| 116 | 12/4/2019 | Camille Clingman-White | Comment form | 28 | Martin street | Discontinuation of Route | Access to the 28 allowed me to go to U of O get my degree. Without this bus route I wouldn't have been able to finish school. I know many other students use the 28 as well to get to U of O from the Fox Hollow neighborhood. Please consider continuing service down East and West Amazon to allow others like me access to education. | Thank you for your comment will be shared with staff and consideration. |
| 117 | 2/7/2020 | Caren Liebman | Email | 28 | East Amazon | Discontinuation of Route | My son relies on the 28 bus on East Amazon to get him to the UO campus in a timely manner. I don't want to see a change to this route. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 118 | 12/5/2019 | Carol Pearce | Comment form | 28 | Martin Street, Amazon Park, Downtown Station | Discontinuation of Route | Stopping the #28 would be a hardship and isolate a lot of people: Students, elderly, disabled, & working people. The bus is a lifeline during snow emergencies. | Thank you for your comment will be shared with staff and consideration. |
| 119 | 10/20/2019 | Carole Barnes | e-mail to Josh Skov | 28 | Center Way E Amazon | Discontinuation of Route | Please don't let this bus service disappear from our neighborhood! It is needed very much. There must be statistics that validate the use. | Thank you for your comment will be shared with staff and consideration. |
| 120 | 10/21/2019 | Cassie Voneps | phone | 28 | East Amazon | Discontinuation of Route | I would like to voice my concerns about LTD discontinuing Route 28. There is a really big community that is concerned and upset with this proposal. There are many seniors and alter-abled people who use the route now, and this would be disastrous for them. Personally, it would take me an extra hour to get anywhere and I have a young child and I may need to get somewhere quickly someday. Please reconsider. | Thank you for your comment will be shared with staff and consideration. |
| 121 | 10/24/2019 | Chuck Kalnbach | Email | 28 | Amazon | Discontinuation of Route | Good afternoon, I keep hearing about LTD eliminating Route 28 in favor of increasing the frequency of buses on other routes. This makes no sense. You are creating an either/or situation instead of finding a better solution that works for everyone. Eliminating Route 28 would increase the traffic on Amazon and it's already bad enough, especially since 4j located the French Immersion school (where parents have to drive their children) at the old Parker School Building (where children rode the bus). This provides a great example of what will happen increasingly on East Amazon if you eliminate the bus--more cars and traffic. Why not increase the frequency on the other routes above what it is now, by 1 bus every hour? Keep Route 28, but eliminate the evening hours after 7pm. There are too many riders dependent on the 28 bus for you to eliminate it completely. | Thank you for your comment will be shared with staff and consideration. |
| 122 | 11/14/2019 | Chuck Kalnbach | Comment form | 28 | Dillard at East Amazon to UO Stations | Discontinuation of Route | Transit I can really use is not what you are proposing for those of us in the South Hills who use the bus (occasionally as I do) to get to the University. For those frequent riders, a #20 Bus every 30 minutes to the downtown station then have to change at downtown station to get to UO would take longer than walking. Good thing I ride my bike. | Thank you for your comment will be shared with staff and consideration. |
| 123 | 10/24/2019 | Corey Swift | Email | 28 | West Amazon | Discontinuation of Route | I live off of West Amazon and I take the 28 to work at the UO every single day. We cannot afford another car and losing this route would be terrible for me and my family. The proposed replacement doesn't help me because it doesn't even go to the UO, even if I were to walk an extra 15 minutes to get to Fox Hollow. Don't we have enough routes going up Willamette already? Soon enough, my kids are going to need this bus to get to high school. There are so many families in our neighborhood that depend on this. Living in south Eugene has it's drawbacks already, like nothing being in walking distance, but losing our bus route would be a complete disaster. I beg you, please do not make our neighborhood unlivable for those without a car. | Thank you for your comment will be shared with staff and consideration. |
| 124 | 2/11/2020 | Dahna Solar | Email | 28 | South Eugene | Discontinuation of Route | My granddaughter and other workers depend on #28 to get to and from work. This would not be a good idea for them I don't support cutting routes so other route come more frequently. What about those who already have infrequent bus service? LTD is their main connection for work, school, shopping, getting around town. This not a good decision for the community as a whole. | Thank you for your comment will be shared with staff and consideration. |
| 125 | 11/27/2019 | David Atman | phone | 28 | N/A | Discontinuation of Route | He has concerns about the changes to Route 28, particularly as it could impact his ability to get to work in the morning. I explained the route changes to him as well as the changes in frequency/pulse as it relates to making connections at Eugene Station. He also asked about when he/neighbors could attend meetings to learn more and share feedback. I told him about the southeast neighborhood association meeting and informed him about the dates that SPC and our Board meet and the format that comments are received at these meetings. | Thank you for your comment will be shared with staff and consideration. |
| 126 | 2/27/2020 | David Atman | Email | 28 | South Eugene | Discontinuation of Route | Buses more often doesn't help people who can't get to the buses at all because of it. I ride the 28 with people that tell me if they have to walk that much further, they fear they soon will lose their job by being late to their job & thus losing that job, which they've seen done & in no uncertain terms heard. Forget the lost property values about which I hear. Children will PARTIALLY be accommodated by the school system, but not on after school hours. My biggest worry is for those elders-more than one-who, with too far cold & wet a walk, will become more isolated into much greater inactivity & lower quality of life without their only form of transport. Moreover, the caregivers for the elderly who come into their homes most often depend on LTD to get to their client's home. This will interrupt, hinder and in some cases stop their home care altogether. This unwittingly might well even cost lives & certainly will cost quality of life. To gain a possible 15 or 30 minutes, the most vulnerable among us will be those who suffer first and most. | Thank you for your comment will be shared with staff and consideration. |
| 127 | 11/6/2019 | David Cooper | Email | 28 | Ridgline Trail | Discontinuation of Route | I recently heard that route modifications were being considered that would basically remove close access to the Ridgeline Trail system via LTD. Specifically, the bus route #28 that provides easy access to the Ridgeline Trail system from Martin Street. The Ridgeline Trail and LTD are two things the community can be proud of and it would be a shame not to be able to access one from the other | Thank you for your comment will be shared with staff and consideration. |
| 128 | 2/24/2020 | David Luebke | Email | 28 | Amazon | Discontinuation of Route | For me, my family, and most everyone in the Amazon headwaters neighborhood, the proposed changes effectively terminate our ability to use LTD. My walk to our nearest stop -- Route 28, corner of Center Way and Nectar Way -- already involves a 10 minute walk. Not that I'm complaining. But now the nearest stop will be on the far side of Amazon at Fox Hollow. I understand the need for efficiency. But must you cut us off completely? If this goes through, I'll remember next time there's a bond issue. | Thank you for your comment will be shared with staff and consideration. |
| 129 | 10/20/2019 | David Zupan | e-mail to Josh Skov | 28 | N/A | Discontinuation of Route | We urge you to do all you can to prevent LTD from canceling route 28 because of the negative impact it will have on our community. | Thank you for your comment will be shared with staff and consideration. |
| 130 | 2/6/2020 | Deena Berg | Email | 28 | South Eugene | Discontinuation of Route | As a senior with a disability I am very concerned about the possible eliminations of LTD routes in south Eugene, especially #28. I am planning a move to more permanent housing, and would rely on the bus system, along with the others in my household, who also have disabilities. At a time when the state and other laws are encouraging greater density and, according to my discussion with the city, changing parking requirements, reducing used portions of the system seems ill advised. The map online is difficult to read (the stations are legible, but the street names are blurred); a better map (PDF) could be downloaded. People with disabilities may not be able to get to meetings and see for themselves. | Thank you for your comment will be shared with staff and consideration. |
| 131 | 11/19/2019 | Dennis Tapp | Email | 28 | Martin Street | Discontinuation of Route | I am 77-year-old man who is partially paralyzed from the waist on down. I take the bus number 28 off Martin Street. Now I've heard that LTD is going to cancel that route. What do you want a disabled person to do walk a mile to catch a bus? This is wrong. I would like to know who's idea this is? This is discrimination against the disabled. | Thank you for your comment will be shared with staff and consideration. |
| 132 | 10/17/2019 | Diane Haas | Email | 28 | Whiteaker | Discontinuation of Route | I am writing regarding LTD's proposed 2020-2022 service changes, specifically the elimination of Route 28 which serves the Southeast Eugene/Amazon neighborhoods. This is the only bus that serves this area, and is heavily used by University of Oregon students, faculty, and staff; South Eugene High School students; Roosevelt Middle School students; and other residents for school, work, and appointments on a daily basis. The report shared at the August 21, 2019 LTD Board Meeting discussing the "Transit Tomorrow" program states: "57% of residents and 70% of jobs would be located within 1/2 mile of a transit stop with frequent service." This is false. The proposed system map indicates that the closest stop to my house would be nearly two miles away. This walking distance is possible for some of us, but it creates a major hardship for the elderly and disabled that have no alternate means of transportation. I ride the number 28 bus daily during the week to go to work. I do own a car but prefer to utilize LTD for both financial and environmental reasons. LTD and the City of Eugene often state they would like to reduce the number of cars on the streets. If these proposed changes are in fact adopted, I, and many others in the Southeast Eugene/Amazon neighborhoods, would have no choice but to drive our personal cars. This is entirely counterproductive to these grand designs touted by the City and LTD. I urge you to look carefully at the people you serve before making these kinds of decisions that would be detrimental to the community. | Thank you for your comment will be shared with staff and consideration. |
| 133 | 10/20/2019 | Dorothy Schick | e-mail to Josh Skov | 28 | N/A | Discontinuation of Route | I am writing to say I adamantly oppose LTD eliminating Rout 28. | Thank you for your comment will be shared with staff and consideration. |
| 134 | 2/12/2020 | Dr. Anita Browning | Phone | 28 | Garnett Street | Discontinuation of Route | Caller states: I live 2 blocks from the Route 28 bus stop near Garnett Street. I currently ride the bus very much and, in a few years when I retire, I intend to use it exclusively. I see students, elderly, and disabled people riding that route all the time. It is essential to have this service in this part of town. I heard that RideSource service will be reduced; this makes no sense to leave the most critical of our population without bus service. Also, with the City of Eugene's environmental mandate to reduce gas emissions, this service change will put everybody back in their cars. Your plan makes no sense. | Thank you for your comment will be shared with staff and consideration. |
| 135 | 10/21/2019 | Elaine and Zane | e-mail to Josh Skov | 28 | N/A | Discontinuation of Route | We understand you are involved with the decision related to considering the cancellation of route 28. Please, consider keeping this route. We understand the importance of being financially viable, and we support that effort. We guess cancelling this route is under consideration because of the ridership level? Perhaps it could run once an hour instead of every 30 minutes, as one way to save some resources. | Thank you for your comment will be shared with staff and consideration. |
| 136 | 11/13/2019 | Emily Bennett | Comment form | 28 | Eugene Station to Amazon and Martin | Discontinuation of Route | I work at Fox Hollow school with high needs students who require specialized training to work with. I don't drive and this bus is vital for myself and my coworkers to get to work. If I can't get my bus I may have to transfer campuses. This would be very hard on myself, my students and my team. | Thank you for your comment will be shared with staff and consideration. |
| 137 | 11/8/2019 | Finch Cook | Website | 28 | Hilyard | Discontinuation of Route | While riding the bus a few days ago I was informed that the bus route I require to take to get to school was going to be discontinued. Though I do not know the validity of this statement I still believe it was important to say that, I absolutely NEED this route. I have no other way to get to school besides this bus, I am NOT within walking distance, I do not yet own a license, and have no one willing to take me to school. Though I know one person's concerns are not enough to prevent discontinuation, I still wanted to voice my concerns of this issue. Thank you for your consideration | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 138 | 1/24/2020 | Fran Moss | Comment form | 28 | West Amazon at Martin and Eugene Station | Discontinuation of Route | <p>The proposed changes to Route 28 Hilyard would eliminate the bus stop located at West Amazon at Martin Street and it would create a hardship for me to get around the community. If the proposal passes, it will also have a negative effect on my neighbors living near Martin Street that ride the bus. I feel LTD is doing a disservice to the transportation system in Lane County by only serving fewer neighborhoods. Public transportation would no longer be available to access all neighborhoods in Lane County.</p> <p>I have rode LTD's buses for over 40 years and I will no longer have access to public transportation if the proposal is passed.</p> <p>Please do not eliminate the West Amazon at Martin Street bus stop on Route 28</p> <p>Thank you for your consideration.</p> | Thank you for your comment will be shared with staff and consideration. |
| 139 | 2/7/2020 | G Pasnick | Comment form | 28 | Shell @ W. Amazon | Discontinuation of Route | I don't know what your plan is, only that the neighborhood is worried. I am 71 years old and prefer not to drive. I go UO and Downtown almost every day. I would choose less frequent service if it saved the continued coverage in our neighborhood. | Thank you for your comment will be shared with staff and consideration. |
| 140 | 3/4/2020 | Gary Marshall | Phone call | 28 | UO & Downtown | Discontinuation of Route | You should be very careful as you are making these changes and make as few as possible. I use the 28 to go to UO and Downtown Eugene and these changes really wouldn't affect me much, but this would greatly impact the others who ride from up the hill. | Thank you for your comment will be shared with staff and consideration. |
| 141 | 11/13/2019 | Greg Bolt | Comment form | 28 | Amazon Parkway East at Fox Hollow | Discontinuation of Route | I have a hard time putting into words how foolish and destructive it would be to nearly eliminate bus service in south Eugene on the mere hope that few more people will start using the bus on other routes. Proceeding with this plan will be a civic tragedy. It is a complete abrogation of your duty to serve the entire community. It is bureaucracy run amok. You should be ashamed. | Thank you for your comment will be shared with staff and consideration. |
| 142 | 10/20/2019 | Hannah Lavelle | e-mail to Josh Skov | 28 | South Eugene | Discontinuation of Route | I am writing to let you know that removing the 28 bus route through S Eugene would negatively impact our family and many around us. It provides a highly valuable resource for us and many, many others around us! Throughout the colder winter months my husband relies on the 28 bus to get into work and home again. My young girls and I will often take the bus into town while my husband is at work. They know the ins and outs of using public transportation and always look forward to being able to walk around the corner to catch the bus. It not only allows them to have an understanding of the benefit of public transportation, but also creates real adventure for them. My brother, who does not have a vehicle of his own uses the bus daily to run errands, and get into town and to visit friends. It would be a great loss for us. Thank you for reading and considering my plea. | Thank you for your comment will be shared with staff and consideration. |
| 143 | 1/13/2020 | Heather Borgaro | Comment form | 28 | Hilyard | Discontinuation of Route | I bought a home in this neighborhood based partially on close access to mass transit. I am disabled but can make it to the closest bus stop. Don't make taking the bus harder than it already is. | Thank you for your comment will be shared with staff and consideration. |
| 144 | 2/18/2020 | Heather McGill | Email | 28 | South Eugene | Discontinuation of Route | I am a single mother of four children. They rely on the bus to get everywhere they go in South Eugene. By removing route 28, you cause a hardship for my family and getting to school and work. They have used this route their entire lives. Please consider our family and all the others who will be deeply impacted by this decision and do the right thing. | Thank you for your comment will be shared with staff and consideration. |
| 145 | 10/20/2019 | Helana Kadyszewski | Email | 28 | N/A | Discontinuation of Route | I heard a rumor that you may be doing away with LTD routes serving Hilyard/Amazon area. Questions: Is this true? Why? How can I advocate for the preservation of these routes? Helana 5415101019 | Thank you for your comment will be shared with staff and consideration. |
| 146 | 12/5/2019 | Jacque Klas | Comment form | 28 | By 39th and Donald and the downtown station | Discontinuation of Route | <p>28 is a well used route with over 1000 riders a day. It needs to be easier to use the bus system, not more difficult.</p> <p>What about the high school kids getting to South?</p> <p>Or the retired folks heading down to the library? Increasing frequency of a very reduced route will not increase ridership!</p> <p>Please think about providing MORE service, not less.</p> | Thank you for your comment will be shared with staff and consideration. |
| 147 | 2/10/2020 | Janet Jacobsen | Comment form | 28 | East Amazon | Discontinuation of Route | Bus 28 offers an easy way to get to the YMCA, UO, PeaceHealth, and Eugene Library. We try to make sure our doctors, etc., are on this route. The Amazon Headwaters Trailhead on Martin Street is the best (only) way for people to connect to Ridgeline Trail and nature. I hike there several times a week and meet others who come by bus. | Thank you for your comment will be shared with staff and consideration. |
| 148 | 11/19/2019 | Janie Fingal | Comment form | 28 | West Amazon and Martin street; 19th and hilyard. | Discontinuation of Route | It will eliminate my bus stop making it difficult to get to school on time. | Thank you for your comment will be shared with staff and consideration. |
| 149 | 11/27/2019 | Jean Murphy-To Director Reid | Postcard | 28 | N/A | Discontinuation of Route | She: "This is fun, but it doesn't feel safe." He: "Get used to it! LTD is dropping the #28 bus, so how else can we get to school?" She: "Maybe they'll change their minds." | Thank you for your comment will be shared with staff and consideration. |
| 150 | 11/27/2019 | Jean Murphy-To Director Secord | Postcard | 28 | N/A | Discontinuation of Route | Kids waiting for the #28 bus at South Eugene - Don't leave them stranded! Keep # 28! | Thank you for your comment will be shared with staff and consideration. |
| 151 | 12/3/2019 | Jeff Krueger | Comment form | 28 | Dillard Road | Discontinuation of Route | I would really like the 28 route to be retained. I take the bus to the university for work. The new 20 doesn't go the UO And my walk from my home to the nearest stop would increase by a half mile. I would support the 28 staying on West Amazon though to avoid conflict with the new road configuration. Perhaps it could do the Martin Street loop and then cut over to West Amazon at Snell. As proposed, I would no longer take the bus. Thank you | Thank you for your comment will be shared with staff and consideration. |
| 152 | 10/22/2019 | Jennifer Frenzer | e-mail to Josh Skov | 28 | Hilyard | Discontinuation of Route | Please preserve the route. We need more mass transit. Not less. This route helps me get to campus to volunteer when my unreliable car is on the fritz. On Fridays, I need it to get from JSMA to my job at a child care center south on Hilyard near 39th. I really need this route. | Thank you for your comment will be shared with staff and consideration. |
| 153 | 10/22/2019 | Jennifer MacLean | e-mail to Josh Skov | 28 | Onyx | Discontinuation of Route | <p>I am writing today because I wanted to let LTD know that myself and my family utilize bus route 28. We live at 3735 Onyx Street and use the bus stop on East Amazon and 39th. I use it 2-5 times per month to connect to the Eugene Station downtown for work. My family utilizes the bus almost every Saturday to go to the Saturday market. We also rely on the bus when it is inclement weather. In addition, my child will be utilizing the route exclusively next fall to go and return from school. I am unsure of how she will get to and from school without it.</p> <p>It would be a shame to discontinue this route. I hope you will reconsider and use this information in favor of saving the route.</p> | Thank you for your comment will be shared with staff and consideration. |
| 154 | 10/24/2019 | Jerry Jacobson | Email | 28 | Amazon | Discontinuation of Route | There has been news that LTD is planning on totally eliminating Bus #28. I hope that is not true. I use that bus all of the time to get to the U of O and downtown. Without that bus service, I will need to drive. The planning that has been done in our community has always been to, in part, encourage alternative modes of transportation. Removing that bus link to southeast Eugene would be at odds with that. I cannot believe this is being considered. | Thank you for your comment will be shared with staff and consideration. |
| 155 | 10/15/2019 | Jess Roshak | Email | 28 | East/West Amazon | Discontinuation of Route | I am trying to figure out the most effective and productive way for me and neighbors to express opposition to the possible deletion of the bus line that wraps East and West Amazon in 2020-2022. What people or meetings would it be most helpful for us to attend and comment? I just wanted to give you a heads up to something that's of big concern in our neighborhood around the East and West Amazon in south Eugene. They are planning something called "transit tomorrow" which would take away the #28 bus route all together so that other routes can receive more frequent service. We're going to fight this, and one of the reasons is for all the families that rely on LTD to get their students to/from school in this neighborhood, as well as school staff. We hate the idea of giving up public transportation for this and many other reasons. Thought I'd give you a heads up in case any part of your work puts you in contact with the LTD planners. I thought they had made efforts this year to increase student ridership, but this is a big blow that could happen as soon as next fall (2020). | As currently proposed, the 28, south of Fox Hollow Road discontinued. Two new routes proposed: one would serve Drive to Eugene Station, and serve Hilyard Street to Univ Please refer to the maps on Thank you for your comment will be shared with staff and consideration. |
| 156 | 11/13/2019 | Jess Roshak | Comment form | 28 | 43rd/Dillard Stop | Discontinuation of Route | <p>I walk .5 miles to the Dillard stop with my kids to get to the UO each Sunday. The planned changes will take away our ability to do that. We actually chose to live here because it was just short enough of a distance to the bus stop that our plan was to get to send them on it to Roosevelt and South in the future. We would have never moved to this location had it not been for this bus stop at 43rd. The intended Fox Hollow stop would make it a mile walk to the closest stop, and the route would not take us where we want to go. I would never take my small children to the downtown LTD center for fear for our safety and their lungs.</p> <p>Why change a route that both patrons and LTD consider to be successful? Why punish people who have built their lives for the last 30 years around these stops? Come to a compromise that honors people who use your system currently, not just people you *hope* will use it in the future if you made changes.</p> | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 157 | 12/11/2019 | Joe Basey | Email | 28 | Hilyard | Change of Route | <p>I have strong opinions on the slimming down on 28 Hilyard. They are as follows:</p> <ul style="list-style-type: none"> - I use it at least 4 times a week to get to work and back. - Many of patrons use the 28 to attend our programs. - The 28 already goes only goes once/ hour on the weekend. This is frustrating as it is because I'm most of the time way early for my shift. - If you sip down 28 Hilyard people have to use other modes of transportation and most of patrons are on fixed incomes. - Riding the bus is better for the environment as your organization has been trying to promote for years. - Your organization is trying to be as inclusive as possible. <p>The top items are my top concerns. Slimming down the 28 Hilyard would definitely have a negative impact on the population that we serve here at Adaptive Recreation.</p> | Thank you for your comment will be shared with staff and consideration. |
| 158 | 2/12/2020 | Joe Basey | Email | 28 | South Eugene | Discontinuation of Route | <p>My name is Joe Basey. I'm writing to you on behalf of the people served at Adaptive Recreation. I have Cerebral Palsy(CP) and use the 28 Hilyard as a way to commute back and forth from work. So many patrons take the 28 to engage the programs and activities and programs that we offer at Adaptive Recreation. For a lot of patrons, our activities are thee they out of their houses and the capacity to connect with friends and their community. I encourage in reconsidering cutting the 28 route? Recreation is an integral part of maintaining your health in many areas. Limiting or eliminating the 28 could be a barrier for our patrons to live their lives to the fullest. Yes, I know I'm not just talking about our patrons; I'm including myself in this inquiry as well. This is a very important topic for me. I told mean any disrespect either. Looking forward to hearing from you.</p> | Thank you for your comment will be shared with staff and consideration. |
| 159 | 1/7/2020 | John Lepinski | Comment form | 28 | Dillard & E. Amazon | Discontinuation of Route | <p>There are many people that ride this bus that are disabled, elderly, or do not have their own private transportation, that depend on this route. My wife depends on Ride Source which picks her up here because of the bus stop near our house. A primary reason we chose to live here was because of access to the 28 bus.</p> | Thank you for your comment will be shared with staff and consideration. |
| 160 | 3/6/2020 | John Nelson | Comment form | 28 | Eugene Station | Discontinuation of Route | <p>Please don't change Route Bus 28. Thank you. It is good the way it is. also it would be very nice for the public if we could have a city bus to the Airport and to the Beach at Florence. I bet the City of Florence would even pay for it. Please advertise it on television.</p> | Thank you for your comment will be shared with staff and consideration. |
| 161 | 11/25/2019 | Jones Hollister | Email | 28 | South Eugene to UO | Discontinuation of Route | <p>There have been rumors that LTD is considering eliminating the 28 bus. I'm a regular rider, and I'm very concerned. That bus is regularly full, and is an important route for those of us who live in the south and go to U of O. I can't imagine the logic of removing it when it is full of high school and college students and others every morning. It is clearly a used route. I'm disabled and use the bus to get to school. It's been amazing to not have to deal with parking, and the bus is so convenient as it is now. Asking us to find our way to another bus line, or requiring us to transfer to get to our current destinations is not reasonable. Eugene isn't the most accessible town. Taking away our bus from the south part of town isn't okay.</p> <p>Please consider all the folks like me who would have no transit choices if you eliminate our bus.</p> | Thank you for your comment will be shared with staff and consideration. |
| 162 | 12/11/2019 | Josh Marean | Email | 28 | West Amazon | Discontinuation of Route | <p>I just heard a rumor that route 28 will be curtailed at Fox Hollow road, starting September 2020. As the owner of 4896 W Amazon, I just want to register that this would have a significant negative impact on me, and my tenants' transportation options. Would you reconsider this choice?</p> | Thank you for your comment will be shared with staff and consideration. |
| 163 | 10/19/2019 | Kadri Jacobsen | e-mail to Josh Skov | 28 | Barber Drive | Discontinuation of Route | <p>I have heard that LTD is considering eliminating route number 28. Is that true? I have just taught my kids how to use the bus in order to get to school and to some of their activities. It would be quite foolish to increase car traffic as a result of no bus service. We live on Barber Drive and no other bus comes out here. This does not sound smart planning and I am sincerely hoping this is a bad rumor I have heard.</p> | Thank you for your comment will be shared with staff and consideration. |
| 164 | 11/8/2019 | Kat Lakey | Website | 28 | East Amazon | Discontinuation of Route | <p>Please do not cancel bus line 28! My teenage children will not be able to get to school. Both of their parents work during the time that they need to depart from school. We live at the end of East Amazon and there is no other way for them to get to West Eugene. Please reconsider cancelling this line. Thank you for your time. See you at the town hall for this concern.</p> | Thank you for your comment will be shared with staff and consideration. |
| 165 | 10/15/2019 | Kate Winter | Email | 28 | N/A | Discontinuation of Route | <p>I've just been made aware that in the new plan being considered for the future of LTD (with fewer routes but greater frequency), #28 would be completely eliminated, leaving no bus route that goes as far south as the Martin St. Trailhead. That would really be a shame, as this is the only way to take the bus to connect to the Ridgeline system. I absolutely love the Amazon Headwaters area and take that bus frequently to hike there (and after hiking up the Headwaters trail, one can easily cross the street and visit the raptor center!). Please reconsider this - perhaps extending the new "#2" bus route a little further south than currently mapped.</p> <p>I generally agree with the changes proposed, but this is a big exception. Eugene is a wonderful place with many wilderness areas within reach by public transit, we need to keep things that way! The only way public transit is going to remain relevant is if it is functional as a *replacement* for having a vehicle, not just a supplement. As someone who does not own a vehicle and gets around entirely on foot or by bus, I'd really hate to lose access to one of the largest areas of wilderness within the city limits.</p> | Thank you for your comment will be shared with staff and consideration. |
| 166 | 10/18/2019 | Kate Winter | e-mail to Josh Skov | 28 | Amazon | Discontinuation of Route | <p>I got your email from someone at the City of Eugene regarding the proposed changes to the LTD system. I'm specifically writing about the elimination of route #28. While in general, I understand and agree with the idea of paring down the routes a little and making more of them run more frequently, this shouldn't be at the expense of cutting off service to an entire area. Currently #28 is the only way to reach the Amazon Headwaters and the Martin Street trailhead which gives access to the entire Ridgeline system. One of the best things about Eugene in my opinion is that we have so many wonderful wilderness areas right within city limits and accessible by public transit. This means that people like myself without a car (for any reason - disability, financial concerns, environmental principles, etc.) can take a bus and hike to our heart's content. It would be really unfortunate, both for the community and the environment, if the Ridgeline system were only available for those driving individual cars. I encourage LTD to reconsider this issue and make sure that there is a route that still extends far enough south to provide access.</p> | Thank you for your comment will be shared with staff and consideration. |
| 167 | 10/22/2019 | Kathleen Hennessy | e-mail to Josh Skov | 28 | Amazon | Discontinuation of Route | <p>When I first heard that the #28 bus may be cancelled, I thought it was an error. The thought of LTD canceling the only bus that serves West and East Amazon, with high ridership morning, through the day, and evening, was too incredible to believe.</p> <p>I've since found that this is not an error. I still find it incredible, though. If anything, LTD should be bringing back the Route 28 quarter-hour school year buses - the 7.55a in particular has become a bus to be avoided, as it is so, so crowded.</p> <p>My understanding is that LTD is interested in keeping people out of cars, by providing reliable, comfortable bus service. The #28 is an essential route in support of these goals.</p> | Thank you for your comment will be shared with staff and consideration. |
| 168 | 2/10/2020 | Kay Marquez | Comment form | 28 | West Amazon | Discontinuation of Route | <p>I work for a non-profit: Smart, Living, Learning & Earning with Autism. Many students in our programs rely on public transit as their mode of transportation. The loss/decrease of routes 28 would greatly impact their ability to get to school, work, grocery stores, etc. A change to route 28 would impact many disable individuals living along West Amazon Driver. Removing stops would mean our students would need to travel further to reach a stop, altering their work and school schedules.</p> | Thank you for your comment will be shared with staff and consideration. |
| 169 | 10/21/2019 | Killian Condon | e-mail to Josh Skov | 28 | Southeast Neighborhood | Discontinuation of Route | <p>My family and I live in the SE neighborhood and recently received a mailer that suggested that the #28 bus route may be eliminated next year. I wonder if you can confirm this and provide some background on the decision?</p> | As currently proposed, the 28, south of Fox Hollow Road, discontinued. Two new routes proposed: one would serve Drive to Eugene Station, and serve Hilyard Street to Univ. Please refer to the maps on the website. Thank you for your comment will be shared with staff and consideration. |
| 170 | 10/18/2019 | Kim Wolter | e-mail to Josh Skov | 28 | N/A | Discontinuation of Route | <p>I am writing to express my extreme concern about the possible elimination of LTD route 28. This route is very important to so many of us who live in this area. The morning and afternoon/evening buses are quite full of students and workers traveling to and from UO, South Eugene HS, and even LCC. Perhaps a compromise would be to run the buses for the morning and evening commute times and then less often during the day. Weekends are also important times for bus access, allowing carless transportation to support downtown businesses and events.</p> <p>Keep route 28!</p> | Thank you for your comment will be shared with staff and consideration. |
| 171 | 10/21/2019 | Kip Keller | e-mail to Josh Skov | 28 | Amazon | Discontinuation of Route | <p>I am writing to express my concern on possibly losing LTD route 28 down to the end of the Amazons. My children have now graduated from SEHS, but others have not. When attending South Eugene HS, my children used this route 5 days a week, round trip. I usually bicycle to work (UO), but some days, due to inclement weather or physical reasons, I ride the bus #28 in both directions. There are always numerous SEHS students and others using the bus. The main problem with this route is that it doesn't go often enough in the evenings. The nearest alternative route (#24) is a long walk for many of your patrons.</p> <p>Losing the route #28 would cause major disruptions and inconvenience to users up and down the Amazons, would force non-car drivers to find alternative transportation and encourage more car-use in this local area (as well as in the destination areas - probably mostly SEHS and UO). How will these non-drivers get to their destinations? Where will these drivers drive and park? How will the increased traffic and emissions contribute to Eugene's stated goals of reducing CO2 emissions?</p> <p>I have been waiting for 30 years to have the evening runs of the #28 run later and more frequently, not go away. Now, as I get older and need bus service more often, I may have to buy a car to compensate. This is not why I live in Eugene.</p> | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 172 | 11/5/2019 | Lana Lindstrom | Email | 28 | Willamette & 33 | Discontinuation of Route | I was shocked reading the paper yesterday that LTD is considering abolishing Route 28. That route services two low income communities, two schools, at least one rehab facility, and the Ridgeline Trail, not to mention private homes. Although the users don't necessarily use the bus services on a daily or weekly basis, it is a critical service to that part of town. We live just west of Willamette and 33rd and regularly ride the 24 bus and sometimes the 73 bus. Since the 73 bus does not run in the evenings, if we are returning from the university, we can take #28 and walk the mile home. We used to use Bus #25 sometimes, particularly on snow days, but unfortunately, that service disappeared. And we used to use the Crest bus, but that service also disappeared. Eugene keeps talking about reducing the usage of cars and in the same breath, LTD is reducing services..... and talking about additional EMX lines even though the existing lines are not performing as expected. Why not run smaller buses or vans instead of canceling the service completely? | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 173 | 11/13/2019 | Leann Ford | Comment form | 28 | W Amazon and Sprague | Discontinuation of Route | The transit tomorrow proposal will eliminate stops close to my home and eliminate a direct route from my neighborhood to UO campus. This will impact my ability to travel directly between UO (my place of employment) and my home in South Eugene. This is my daily work commute on the 28. This change would occur with no meaningful increase in frequency of routes along the corridor I travel most often. To take the proposed replacement route 5, I would need to walk over a mile and half. Or, I can walk a shorter distance to the 2, which will not take me to UO, necessitating a transfer or significant further walking to reach work. All of this increases my travel time and makes the bus a much less attractive option. I own a car, and can afford a UO parking permit, but I have adapted my commute and schedule in order to take the bus because of the positive environmental and community impact. Access by bus and bike to campus and downtown was a major factor in choosing this area of town. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 174 | 11/10/2019 | Leigh | email | 28 | N/A | Discontinuation of Route | Please keep bus #28 intact. It serves a large portion of the population on the south side of Eugene and provides a direct route from the south side to the UO campus area and work areas on that side of town. The buses are always full and there are more rentals on this side of town and people who are choosing not to drive and opt for the bus, which is a good thing. Also, eliminating the stops for #28 on this route will cause many people of varying abilities to have to walk farther to catch their bus. Eliminating this route will exclude a lot of people. There is no direct route for people on the south side to reach other parts of Eugene. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 175 | 1/21/2020 | Lindsay Swanberg | Email | 28 | N/A | Discontinuation of Route | Hi, there's a concern circulating on Facebook that LTD is removing many bus lines including the 28. Is this accurate? I use the 28 regularly, one of my employees uses and needs it every weekday, my daughter (and her best friend who lives with us) uses it everyday to get to and from high school. We are a loooonnng walk from the main station downtown. And we're not alone. So many of us need the 28 to remain available | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 176 | 2/24/2020 | Malati Kesaree | Email | 28 | South Eugene | Discontinuation of Route | I am a senior citizen, living in the Southern part of Eugene; my only connection to all 'Happenings' in Eugene is LTD Bus No. 28 That is the only bus that comes here; I take it for all my Doctor's Appointments as well as for all my Physical Therapy sessions. I take it to go grocery shopping, to go to the movies, and interesting lectures at the University of Oregon. If you change the route for this bus, I will be completely isolated, and my health will also start deteriorating, due to the difficulty of visiting the doctors! This bus is also used by many students that study at the University, and and at the schools located in the Southern part of Eugene; all these students will also be affected. I hope that you will consider the plight of so many seniors that live in this part of Eugene, as well as all the students who depend on this bus route. I urge you to please have compassion for all the senior citizens who live in this region, and the young students, and keep this bus No.28 going as it is now. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 177 | 2/24/2020 | Marcus Lanskey | Comment form | 28 | Transit Tomorrow | Discontinuation of Route | Removing service on E. Amazon south of 30th St. is a nonstarter. All of the people, students, employees who commute to the UO cannot routed downtown and meet their schedule, LTD must maintain | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 178 | 10/20/2019 | Margie James | e-mail to Josh Skov | 28 | Mill Street | Discontinuation of Route | I find it so interesting that as alternate transportation folks are beating the drum to get folks out of their cars, LTD considers pulling busses from certain areas of town.. I use the 28 frequently with my grandchildren to get downtown to the library, to access University Park and Sundance, and Amazon Pool. There is no other bus option that I am aware of for that SE area of Eugene. The 24 is too far west and the 73 and 82 too far north... Park and Ride really isn't an option, once in one's car, why not go all the way to destination? The 28 needs to be kept in operation... LTD/city (meaning us citizens) needs move in the direction of improving access and timing for the buses.. It is going to take time to change people's view on riding buses instead driving their cars but buses need to be made more efficient, easier to access and more timely schedules to make that happen. I understand that requires \$\$ but there is a cost one way or the other and if we actually are going to move on Eugene's Climate Ordinance, then we need to make buses truly a viable option. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 179 | 10/21/2019 | Marilyn Nippold | e-mail to Josh Skov | 28 | N/A | Discontinuation of Route | As a resident of southeast Eugene, I rely on Bus #28 to get to the UO, shopping, and elsewhere. Eliminating this route would create hardship for many neighbors. It would also force more people to drive more miles, creating more noise, traffic, and air pollution. In addition, it would result in discrimination against people who cannot drive because of a disability (e.g., epilepsy, cerebral palsy) and those who cannot afford a car. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 180 | 11/12/2019 | Melissa Gomsrud | Comment form | 28 | Martin St., Roosevelt MS, Elementary School, University of Oregon | Discontinuation of Route | We will have serious work, child care, and school issues if the 28 bus does not come passed Fox Hollow, out to Martin street. 13 year old child commutes from Martin street to Roosevelt Middle School, with a large school cello, so getting to Fox Hollow would pose serious hardships. Also, 11 year old often gets 7 year old to school via the 28 bus. And the proposed, over a mile walk to the closest bus stop - would make this a safety concern, and difficult to all get to school on time. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 181 | 2/18/2020 | Molly Goulet | Email | 28 | Hilyard Community Center | Discontinuation of Route | I am writing to encourage you to keep Route 28, which has been slated to end. Route 28 covers the Hilyard Community Center, the City's hub for Adaptive Recreation and Amazon Pool & Community Center, which swarms with families during the summer. Cutting this bus line will make these vibrant city services less accessible and affect quality of life for many Eugene residents. I hope that you will be creative and find a way to prioritize funding for a route that connects residents with crucial cultural services | As currently proposed, the 28, south of Fox Hollow Road, is discontinued. Two new routes are proposed: one would serve Drive to Eugene Station, and the other would serve Hilyard Street to University of Oregon. Please refer to the maps on the website for more information. Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 182 | 10/20/2019 | Monica Eileen McLellan | e-mail to Josh Skov | 28 | Southeast Neighborhood | Discontinuation of Route | I am writing to urge you to please not allow LTD to eliminate the 28 bus line. My name is Monica and I live in southeast Eugene with my six year old son. I am a single parent with a full-time job, and I don't own a car. I ride the 28 bus many times a week, to take my son to school at Charlemagne, to get to my work at the university, or to go shopping or get to appointments downtown. By not owning a car, I am able to afford my house, I reduce my carbon footprint, I reduce pollution in my neighborhood, and I avoid the stress of driving. If the 28 bus goes away, I will have to choose between getting a car I don't want and can't afford or moving out of the house that I love. But besides my individual need for the 28 bus, I think you should know that the 28 bus is almost always filled to capacity during rush hour times. Many students ride it to Charlemagne, Roosevelt, and South Eugene High School. I wonder how these students will get to school without the 28 bus, and if their parents will have to switch them to different schools, which is a hard thing for a kid to experience. In addition, there is already too much car traffic for Martin Street to handle, and eliminating the bus will inevitably mean more people will have to drive and make that situation even worse. It will also increase pollution and put the city of Eugene even farther from reaching its carbon reduction goals. Please, please save the 28 bus! Eugene needs more public transportation, not less! | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 183 | 12/6/2019 | Monica McLellan | Comment form | 28 | 28th and Martin | Discontinuation of Route | I chose where I live based on LTD bus service. I don't have a car and I can't always ride bike due to physical constraints, so if service is cut to Martin Street, I will have a serious problem. Please continue to serve your many dedicated riders who depend on bus service to outlying areas. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 184 | 11/12/2019 | Mr. Douglas | Southeast Neighborhood Association Meeting | 28 | Southeast Eugene | Discontinuation of Route | There are new families moving into the neighborhood with children. The changes to route 28 would make it difficult for children to get to school. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 185 | 11/12/2019 | Mr. Russell | Southeast Neighborhood Association Meeting | 28 | Southeast Eugene | Discontinuation of Route | He and his wife live at Center Way and Martin St; around the corner from a bus stop. He has difficulty walking even 100 yard many mornings. He will be cut off from medical appointments, research at the university, going to Springfield, and generally from the city if we cut Route 28. The bus is their only means of transportation. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |
| 186 | 11/12/2019 | Ms. Stern | Southeast Neighborhood Association Meeting | 28 | Southeast Eugene | Discontinuation of Route | Represent several neighbors who depend on Route 28. It removes service to the Route 28 neighborhoods, which is an important connection for children to get to school. It will make it harder for people to take the bus. It was a lifeline during the snow storm last winter because people would have otherwise been stuck in their homes. Route 28 is an important facet of the emergency preparedness of the neighborhoods it currently services. This decision assumes that the South Hills are affluent enough not to need the bus. | Thank you for your comment. Your feedback will be shared with staff and given consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 187 | 11/12/2019 | Ms. Virginia Heer | Southeast Neighborhood Association Meeting | 28 | Amazon and Fox Hollow | Discontinuation of Route | She lives near route 28 at Amazon and Fox Hollow. She is concerned about being able to age in place. She will eventually have to stop driving and would like to remain in her house after she has to give up her car. Without access to the bus in her neighborhood, the EmX is useless to her. | Thank you for your comment will be shared with staff and consideration. |
| 188 | 10/23/2019 | N/A | Remix | 28 | East Amazon | Routing Suggestion | Route this line on East Amazon until the return on Snell St. this will make sure students at Ridgeline and residents at the end of Amazon can use the service | Thank you for your comment will be shared with staff and consideration. |
| 189 | 11/8/2019 | N/A | Blue Card | 28 | | Discontinuation of Route | Please do not cancel the 28 bus route. I really use it and need it! So do lots of people! | Thank you for your comment will be shared with staff and consideration. |
| 190 | 2/6/2020 | N/A | phone call | 28 | Snell | Discontinuation of Route | Please don't remove route 28. Both her and her husband use this route quite frequently and they live at Snell. Fox Hollow would be too far to walk. | Thank you for your comment will be shared with staff and consideration. |
| 191 | 2/10/2020 | N/A | Comment form | 28 | South Eugene | Discontinuation of Route | I am nearly 78, can't walk more than 10 minutes. This change would keep me at home! So much for your concern | Thank you for your comment will be shared with staff and consideration. |
| 192 | 11/13/2019 | N/A | Comment form | 28 | W. Amazon at Larch or Snell | Other | W. Amazon at Larch or Snell | Thank you for your comment will be shared with staff and consideration. |
| 193 | 11/13/2019 | N/A | Comment form | 28 | South Eugene | Discontinuation of Route | Please don't eliminate 28 | Thank you for your comment will be shared with staff and consideration. |
| 194 | 11/14/2019 | N/A | Comment form | 28 | East Amazon and fox hollow | Discontinuation of Route | It seems to me that smaller, electric vans could be utilized on smaller routes like the ones used downtown to assist people with their transportation needs. There must be alternatives to just wiping out routes especially with paying customers. The bike lanes built on east amazon are hardly used somewhat due to them being filled with water. The impact of these bike lanes has severely impacted our area. | Thank you for your comment will be shared with staff and consideration. |
| 195 | 11/18/2019 | N/A | Comment form | 28 | Dillard and e amazon | Discontinuation of Route | Eliminate ability to get into the city. Needed for many reasons. Health, shopping, library, etc. | Thank you for your comment will be shared with staff and consideration. |
| 196 | 12/6/2019 | N/A | Comment form | 28 | University area | Discontinuation of Route | The proposed changes as I am told would make my commute much longer | Thank you for your comment will be shared with staff and consideration. |
| 197 | 12/15/2019 | N/A | Comment form | 28 | UofO, downtown, Martin St | Discontinuation of Route | No bus on Martin means no riding for me. | Thank you for your comment will be shared with staff and consideration. |
| 198 | 2/25/2020 | Nancy Ahnert | comment form | 28 | Transit Tomorrow | Discontinuation of Route | The distance I walk will reduce my ability to ride the bus at the a time at which I'm trying to increase it. | Thank you for your comment will be shared with staff and consideration. |
| 199 | 2/24/2020 | Nancy Fletcher | Email | 28 | Martin Street | Discontinuation of Route | I bought my house at 5208 Cold Springs Way in 2002 partially because I knew that there was a bus route on Martin Street, very near my house. I am 75 years old now, and want to remain in my house as long as possible, which includes the possibility that I may not still be driving while remaining in my house. I always thought I would be able to take the bus when I could no longer drive. As you consider eliminating the current Route 28 beyond East 43rd Avenue, please think of me and other senior citizens who do or will depend on public transportation as their only means of doing errands and attending events in town. It will be a great hardship for us if you change this route as suggested. I believe that your intent is to encourage more use of the bus -- so how does this apply in this situation??? There are also many children who depend on the bus to get to school, as well as college students who attend the University. And by the way, when you eliminated Route 25, I tried to go to Woodfield Station on the bus during the aftermath of a snow storm, and it took me well over an hour to get there from my house, having to transfer two times and waiting between buses. Consequently, I never use the bus to go there, as I can get there in 10 minutes by car. Another example of encouraging the use of public transportation? Please DO NOT cut out Route 28 as is currently runs. I support those who object to your cuts to other routes, as well, including Route 24. We should be supporting those who depend on the bus, and not ignoring them. | Thank you for your comment will be shared with staff and consideration. |
| 200 | 11/8/2019 | Nicole Giuliani | email | 28 | N/A | | Hello, Please do not cut service to East and West Amazon. Thousands of residents live along that corridor; there are people waiting at the bus stops every time I drive by on my way home near Dillard and East Amazon. My retired neighbors often walk down to the bus, as do colleagues of mine at the University of Oregon. My children attend daycare on East Amazon as well, and many of the staff rely on that bus route to get to and from work. We as a city have some control over the future of our planet, by making small changes. Supporting access to public transportation helps remove cars from the road, and also supports our more vulnerable citizens who may not have access to cars. Removing the 28 would leave a large swath of SE Eugene isolated from the rest of town, prevent people from getting to and from work, and require more cars be used to fill this gap | Thank you for your comment will be shared with staff and consideration. |
| 201 | 11/5/2019 | Northrup | Email | 28 | East Amazon | Discontinuation of Route | Mayor and City Councilors, Regarding: Lane Transit District have written on this subject many a time, where people depend on reliable bus transportation and LTD decides to chop routes only to bring them back. Once a person has to buy a car, you're not getting them back. If you have any pull in this LTD world, please exercise it. If you want to win over the next generation of kids to think nothing of using a bus and forgoing a car altogether, you need to be predictable. When you are not, you keep telling the public: Depend on us, but, uh, not right now, but hey, later you can depend on us again. You're burning bridges. High occupancy vehicle solutions are necessary. This is not a case where you decide to leave pockets empty and alone, who likely are the places where the needs of the people previously using the bus routes are no longer going to be served. Is there anything you can do to keep LTD from starting routes and then pulling them, and then putting them back, and then pulling them again? You can't get "there" from "here" if all LTD does is drop, and add, drop and add. This, of all things, needs to be a like the Rock of Gibraltar. The moment you show yourself as undependable, you will not get them back. They can't afford to make car payments and let a car sit idle whenever it is that you decide that some routes aren't worth saving. It's a network. It is to serve the WHOLE community. The next time LTD starts a route, tell them not to. If they won't keep it, it they won't serve the under-served, what's the point of "public" transportation, how then are we making our city a community that can access what the "more popular" zones have. Isn't this a matter of the have's and have-not's, where LTD is catering to the profitable areas and forgetting the mandate to be all-inclusive? Jobs are at state. Either the city bus service is for everyone or it is not. Decide which it is, so people quit getting their hopes up and then the can kicked out from underneath them. If your son or daughter didn't have a car, or if your elderly mom or dad suddenly couldn't use the bus, how would you feel about LTD picking winners and losers instead of making a holistic model where all areas are served consistently for the sake of decency. Like the movie, the Field of Dreams, if you are dependable with the next generation, from birth to college, you'll have them for life if you are dependable. But letting one single year of bus route chopping occur, and you have made car owners of that whole generation, something you decry yourselves due to the pollution and stuff. Isn't rapid transit for the whole city your goal? Then express it to LTD, before it is too late. I myself have ridden buses and when people chopped off some routes, you're hurting your ultimate goal: getting people on public transportation and keeping them for life. Don't be fickle. Make LTD cover our city and keep the routes as is. If we don't care enough about some people in some zones, who else is going to care because last time I checked, seniors and college kids without cars don't have a choice. Then what? Best to you, hope you have more influence than I have with this situation. Letter to the editor from someone is below. This recurring problem has to stop. Has anyone ever brought this up? You plant wheat and 3/4th the way to harvest, you move to another field. We reap what we sow. Sow dependability, reap lower emissions and less cars on the road. Isn't there some rubric that weighs all of that together AND remembers that it's not just about one line being profitable but it's also about serving the under-served. If we can't spread a net wide enough to help all who need bus ridership, how can anyone else make up for that. Only we can. Will you speak out on this? Please? Is Bus ridership for all or just for profit? Do the under-served matter or not? Will we be dependable or fickle? What is your mission statement and are you following it. Are the poor and under-privileged benefitting? Are you consistent or not? What are your actual goals in this low-energy culture we are trying to create and preserve? What about the human element? Think on these things and let your community know if you are going to pull routes for money only or serve everything, including the needy. Save the 28 bus I'm a resident of south Eugene that has been taking the LTD Route 28 daily for as long as I've lived here, which is coming on six years now. It is my commute to work, the Saturday Market and all around this city. Having a reliable route on East Amazon has been crucial. It has been a public transit option for grocery and errand runs as well as work and school commutes to south Eugene. Without it, I, as well as many other residents, have no easily accessible means via public transit for those crucial trips. This is all but ensuring the need for more cars which we now have less street parking for due to the new bike lanes. It makes little sense to me that we'd invest in sound bike lanes and new foot bridges specifically along the bus routes only to strip away the public transit along the very routes designed to work with them. Two steps forward, one big step back. Please, save the 28 as is. It's a vital line for many of us — young families, students and long-term neighbors alike. | Thank you for your comment will be shared with staff and consideration. |
| 202 | 10/21/2019 | Pamela Gutierrez | e-mail to Josh Skov | 28 | South Eugene | Discontinuation of Route | I received notice from SE neighbors that LTD may cancel route 28. I cannot fathom how this would be a consideration at it serves South Eugene High School and Amazon Community Center! Eliminating this route will create hardship for students and their families both during the school year and during the summer pool season. It will also affect businesses along this route: Sundance, the new Amazon complex next to Albertson's, as well as the Tamarack pool and the wellness offices that are a few blocks off Hilyard. I am self-employed and my office is along this route. This route is integral to the South Eugene community. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 203 | 11/19/2019 | Patricia MacAfee | Email | 28 | South Eugene | Discontinuation of Route | Bus service in So Eugene is very important : (1)to get riders downtown, (2) for LLC and U of O students & staff, (3) to connect with other routes, (4) for the disabled, (5) severe weather conditions, and (6) for people with no other form of transportation. If schedules in the downtown area are changed to 'every 15 minutes', So Eugene riders will not be able to access those routes if Route 28 and others are discontinued. Surely, LTD can come up with a better plan . . . especially with input from last Tuesday's community meeting. | Thank you for your comment will be shared with staff and consideration. |
| 204 | 2/24/2020 | Rache Aderson | Comment form | 28 | Transit Tomorrow | Discontinuation of Route | Thank you for the opportunity to comment. My hope is that with a variety of stockholders at the table representing disability groups (Oregon Commission for the Blind, LILA, Solia - autism group) students, elderly (assisted living facilities) and neighborhood groups we will provide the adjustments and tweak other each group needs too. | Thank you for your comment will be shared with staff and consideration. |
| 205 | 11/15/2019 | Raina Smith | Comment form | 28 | center way | Discontinuation of Route | The removal of the 28 will take away the option for me to ride the bus to and from work at the UO. I currently take 3-4 days of 5 working days. Sometimes 5 days a week when weather is bad. Driving will cause a severe financial strain on my household. Also, I am all for alternative forms of transportation, and I do not want to contribute to the number of cars on the roadway when I can and do currently take the bus. I know that all times of the day that I have been on the 28, there are enough people to show that this bus is necessary. Due to the changes that were done to East Amazon, it is understood that it is now very inconvenient for the bus on that road, but keeping it on West Amazon and turning on Martin street is a fine compromise. Please do not take this route away | Thank you for your comment will be shared with staff and consideration. |
| 206 | 11/5/2019 | Rebecca Flynn | Email | 28 | Charlemagne and SEHS | Discontinuation of Route | I looked on the LTD website for a way to give public comment on the potential elimination of route #28, but could not find it, so I am emailing you. I hope you will pass this comment on to the planning committee that is meeting on Nov. 5th. My children, who attend Charlemagne Elementary and South Eugene High School, both use the #28 bus to get home from school. They just started this year because they are finally old enough for me to feel comfortable with them riding alone. My goal -- in addition to avoiding leaving work early to drive them -- is to teach them that bus travel is convenient, easy, and safe. Start 'em young and I figure they'll use public transportation on into the future. I have friends whose children attend Ridgeline Montessori who also rely on route #28. My hope is that you won't eliminate the route altogether. If you are considering simply modifying the schedule, please keep the bus coming every half an hour between 3 and 4pm in both directions. That way your school age ridership -- paying customers of the future -- will be able to get home. | Thank you for your comment will be shared with staff and consideration. |
| 207 | 10/20/2019 | Rene minz | e-mail to Josh Skov | 28 | Amazon | Discontinuation of Route | For those of us who use LTD bus service, it is an essential lifeline. The 28 is the only remaining bus to serve the Amazon corridor (we used to also have the 25). Our children use and many others use it daily to get to south Eugene iHgh. It is used by many adults and college students on a daily basis as well. We need to depend less on individual drivers and have more mass transit options in the years ahead. Please save the 28. | Thank you for your comment will be shared with staff and consideration. |
| 208 | 2/6/2020 | Rick Pettigrew | Email | 28 | Amazon | Discontinuation of Route | The route map on the Transit Tomorrow page is insufficient to evaluate, as it doesn't have enough resolution to know exactly where the routes go. But as I see it, the loss of Route 28 and the removal of service to the upper Amazon Creek area is a significant loss that will require people to walk much farther or just give up riding the bus. You should providing a better option for people in this area. | Thank you for your comment will be shared with staff and consideration. |
| 209 | 12/17/2019 | Rosa Likes | Comment form | 28 | 41 & Amazon and YMCA | Support | Every day we go to the center of the 40th Amazon to the Eugene station. and we take different routes to our work. | Thank you for your comment will be shared with staff and consideration. |
| 210 | 2/22/2020 | Russ Brink | Email | 28 | Transit Tomorrow | Discontinuation of Route | Since the comment period was cut by 2/3 the other night. I will finish my thoughts in this email. Overall, my hope is, LTD will find an alternative to complete elimination of 10critical routes,including the 28that I use daily My specific concerns are *the data this proposal is based upon is flawed(the survey didn't mention that some areas of the District would lose ALL transit access in order to implement this plan. 1. *LTDs own data indicate that 18,000 people in South Eugene will lose access to transit. When that number is brought up in opposition to this plan. LTD staff say "(no No it's not that many!)" All I know is that you are eliminating numerous routes that serve densely populated areas ofSouth Eugene so it is implicit that this change will affect thousands of residents who for financialreasons or personal beliefs might wish to use transit but are precluded from doing so if this plan goes forward as drafted. 2.** I disagree that this plan will increase ridership. In reality, by eliminating popular routes, and presumingthat 15 minute service will boost ridership, you're really just hoping and rolling the dice. * I disagree that LTD staff and consultants have done a good job of public outreach and listening. I know that many of the people now actively opposed to this plan only found out about it by word of mouth on a bus Or because the Neighbor hood Associations had a meeting about it, Several of which I attended, and heard vehement majority opposition. I wonder where that public input is noted? I actually think your public outreach was inadequate except when Making presentations to groups that were friendly to your proposal * I disagree that Transit Tomorrow is an environmentally sound plan and will positively affect the climate crisis. The result of this plan will be many more vehicles on the already crowdedthAmazons during commute times. again, LTD staff disagrees so I urge each of you to drive on East Amazon (Or better yet ride bus 28) inthe morning or evening commutes and imagine even 10% more cars on the street and NO BUSES! More cars putting carbon in the atmosphere. *As the plan is drafted, I would not be eligible for RideSource. Finally, I agree with many who testified that this plan is a complete re-design of the system, not simply an annual service adjustment and, as such, deserving of a longer process with far more public input I sincerely hope that, working with interested and affected neighbors,there are major changes made in this proposal by March. Thank you for your consideration. | Thank you for your comment will be shared with staff and consideration. |
| 211 | 2/12/2020 | Russell Brink | Email | 28 | Fox Hollow | Discontinuation of Route | I attended the listening session last night at Springfield City Hall regarding the transit tomorrow plan that would eliminate several South Eugene routes in order to provide more frequent service on east and west corners. Frankly, I didn't see much listening going on. Mostly I saw LTD staff trying to defend and justify the plan. The plan as presented will provide no bus access south of Fox Hollow and would completely eliminate 10 routes including number 28, which is my only means of transportation and I ride daily including weekends. A couple of years ago I had a major stroke which paralyzes the left side of my body. I'm disabled and don't drive anymore, my wife works long hours and is only available to drive me on Mondays and Tuesdays. On the comment form there is a question the service change would make you travel better, more difficult, no impact and were directed to circle one of those. I added an answer which was "impossible "in capital letters underlined, and with two's. If bus number 28 is eliminated I will be completely stranded at the end of Amazon and Martin. I will be too far away from a new bus stop to use RideSource so in order to get to medical appointments, physical therapy, stores, games, job interviews, downtown or campus, I will have to find money in my fixed budget for cab fare, Uber, Lyft or friends' gas. | Thank you for your comment will be shared with staff and consideration. |
| 212 | 2/11/2020 | Russell Brink | Email | 28 | Fox Hollow | Discontinuation of Route | Cont. I have attended several South Eugene neighborhood meetings and I heard many comments opposing this plan. I believe (though LTD staff disputes my assertion) that thousands of people in south Eugene will be deprived transit services completely which will ultimately result adding more vehicles on the road rather than the state and city policy of reducing vehicle miles traveled. Transit tomorrow is a short sighted and not well thought out plan. it appears that you have taken a consultant's recommendation and run with it and it is now backed by the entire LTD organization and is being forced on the riders of South Eugene. Bad Plan! Save 28! You will see increasing numbers of neighbors opposing the elimination of routes, so I believe some practical alternatives must be developed now as options for the Board to consider. I know this is planned already for mid March what I am suggesting is that LTD staff and a group of neighborhood leaders meet now to talk about alternatives to complete elimination of routes. Please share this comment with the Board of Directors. I will be attending the board meeting next week to make similar comments for the record thank you. | Thank you for your comment will be shared with staff and consideration. |
| 213 | 2/12/2020 | Russell Brink | Email | 28 | Fox Hollow | Discontinuation of Route | Thanks for responding so quickly. May I suggest that a work group be formed of LTD and neighborhood representatives? The purpose of the group would be to develop options other than complete elimination of routes. The affected neighborhoods are very upset about this proposal and including some on a working group might ease the tension. | Thank you for your comment will be shared with staff and consideration. |
| 214 | 10/24/2019 | Sandy Kancianich | Website | 28 | SE Eugene | Discontinuation of Route | I have just been told that the city (or LTD?) is considering eliminating the #28 bus line. If this is true, this is extremely bad news, and considering how full the buses are with college and high school kids on school days, I can't imagine why this is even being considered. This bus is also a life-line for seniors in the area. I live in SE Eugene, right on the bus line, and I take the bus to the U District to shop, to the university art museum, and to the PeaceHealth building at 13th and Hiliyard. I also take it to go to the library. How are those of us in SE Eugene going to get anywhere without that bus? | Thank you for your comment will be shared with staff and consideration. |
| 215 | 12/4/2019 | Scott Roshak | Comment form | 28 | Dillard, UO | Discontinuation of Route | If these changes are adopted as is right now, all the members of the board should be removed. Increasing ridership is about meeting the community's needs better, and Jarrett Walker clearly did not understand South Eugene's needs when writing this stupid plan. Anyone with a brain can figure out that his battle you have conjured between ridershipand coverage is a false one. We can increase ridership and keep decent coverage. Think harder, LTD. | Thank you for your comment will be shared with staff and consideration. |
| 216 | 1/17/2020 | Shadra Lewis | Email | 28 | Whole route | Discontinuation of Route | I wondered how long it would take after the offer of free bus service for students that the bus system would start to devolve. I use the #28, which, I was shocked to see, is being completely eliminated. On the one I get at 7:55am, there's standing room only - South Eugene High, Roosevelt Middle, UO and station connections. I asked one of the bus drivers if he had been asked about the number of riders on his route. He hadn't. How can you know how many riders there are if students aren't counted? Also, no service at all to my grandchild's school #24. How can you expect to increase ridership when people have to figure out how to get to their destinations with no bus service? And, I was hoping to see better weekend service to the Lane Event Center. Instead of better service, routes are simply eliminated. Hope it's not too late for you to reconsider eliminating #28. Getting across Amazon Creek will be quite a hike. Winter is a bad time to be eliminating this route. Why not during school vacations in Summer? Have never seen a ride-along staff member on a bus, checking out the route and ridership. May be time for LTD people to get more engaged with the riff-raff who use LTD. | Thank you for your comment will be shared with staff and consideration. |
| 217 | 11/25/2019 | Stacy Pierce | Comment form | 28 | East 37th and West Amazon Drive. Downtown transit mall. | Discontinuation of Route | The proposed changes might not make it necessarily less convenient for me but I see the number of riders further up the route and back down the other side of Amazon. For some of these riders, it is either not safe(kids going to and from school) or elderly people who have challenges, to walk several more blocks to a stop as they are few and far between out here already. I moved back to my hometown of Eugene from Portland. The bus system there is fantastic. I would like to see Eugene have a fantastic bus system too. However, for families, workers out here and seniors, these changes would be very difficult. I, too, would like to see more frequent service on my route specifically and for it run an hour or two later than it currently does but not at the expense of other riders. This would make more single car use more frequent. Not great for climate crisis. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 218 | 10/21/2019 | Susan Desmond | e-mail to Josh Skov | 28 | N/A | Discontinuation of Route | I received a community email indicating that LTD is considering eliminating bus route #28. Our family regularly uses bus #28 to get downtown. One of our family members is significantly disabled and bus #28 is his primary means of accessing other bus routes that depart from the Eugene Station. The loss of bus #28 would be a significant hardship for him, especially when buses #81 and #82 are not running. He cannot walk far enough to catch bus #24. Hilyard Street is increasingly dangerous for children crossing by foot or bike to get to the bike path that accesses Roosevelt Middle School, South Eugene High School and Amazon Park. Reducing the bus route will not make Hilyard a safer street for pedestrians as it would likely increase the number of cars in use, especially during heavy commute times. | Thank you for your comment will be shared with staff and consideration. |
| 219 | 10/20/2019 | Susan McDonald | e-mail to Josh Skov | 28 | Agate & East 23rd | Discontinuation of Route | This bus service is vital for a lot of S.E. residents and increased auto traffic would add more noise, pollution and congestion in an area which has had more than enough of these issues. Our family lives near Agate and East 23rd Ave, so this proposal will negatively impact us. This change would send many living in this part of Eugene into a financial and scheduling crisis. Why single out the Southeast area for ceasing bus service? | Thank you for your comment will be shared with staff and consideration. |
| 220 | 11/14/2019 | Tara Jecklin | Comment form | 28 | East Amazon & Dillard, South Eugene High School | Discontinuation of Route | Eliminating the #28 route would be a hardship on many people who rely on it to travel into town from East and West Amazon. We already have to walk around 1/2 a mile to access the stop at East Amazon and Dillard. Moving a bus stop even further away removes accessible bus service from the many people who live in our neighborhood. Students and others who cannot drive and rely on the bus would be greatly impacted and lose transportation to school, work and other services. The route has a great number of riders each day. In addition, East Amazon's redesign was supposed to encourage bike riding and other means of transportation besides driving. But if LTD eliminates the existing bus service, it defeats the purpose behind that redesign. Please listen to public input on route #28. Thank you. | Thank you for your comment will be shared with staff and consideration. |
| 221 | 10/20/2019 | Tara Jones | e-mail to Josh Skov | 28 | N/A | Discontinuation of Route | I recently heard that LTD is considering cancelling route 28. As it is the bus I (and all my Airbnb guests) take to get into town, I am interested to know why LTD is thinking about making this change. | Thank you for your comment will be shared with staff and consideration. |
| 222 | 11/5/2019 | Tatjana Riedel | Email | 28 | Fox Hollow & Donald | Discontinuation of Route | I JUST discovered (by chance!) that it is the intention of LTD to remove several stops going to Fox Hollow and Donald. This is UNACCEPTABLE!!!!!! I amongst MANY others DEPEND on these stops, particularly at Donald. We have THREE apartment complexes up here. Many school children use it but also people like myself who have difficulty walking up and down this hill. That's just on a good day let alone and ESPECIALLY on days which are even the slightest bit icy. Personally I have to lug my work equipment with me. Not having this stop means a 20 minute walk down AND UP this VERY steep hill. Not only is this hard on regular days but insane on bad weather days. If the bus can't get there I end up not being able to work. Such as when it snows and the bus route temporarily changes. I understand there is a meeting in Glenwood at some point in the near future. However, for those of us who ride the bus it will be a great difficulty to get there - and if it's on a work day almost impossible. This means the people it will affect won't be able to make it there in order to have a voice in this proposed change!!!! Many of you don't need or use the bus but I DEPEND on this route and my taxes are steep enough for LTD that I would hope I could use the services I am paying for. PLEASE, PLEASE, PLEASE take this into consideration and DON'T REMOVE our transportation. | Thank you for your comment will be shared with staff and consideration. |
| 223 | 11/15/2019 | Terri Berling | Comment form | 28 | Center way | Discontinuation of Route | Please don't change the #28 bus route. A large part of the reason I moved into my home was that the bus route was only a block away and it runs frequently and to the locations I need. My family and I depend on that bus as a means of transportation. My 20-yr-old child doesn't drive and uses the bus to get around for everything, and I also see neighbor students running to catch the bus all the time, so I know we aren't the only ones who depend on it. | Thank you for your comment will be shared with staff and consideration. |
| 224 | 12/17/2019 | Van Likes | Comment form | 28 | 41 & Amazon and YMCA | Support | Once or twice to attend YMCA. We appreciate it. Thank you. | Thank you for your comment will be shared with staff and consideration. |
| 225 | 1/17/2020 | Veronica Frederick | Email | 28 | N/A | Discontinuation of Route | Hello, my name is Veronica and I am an LTD rider. I do not have any other mode of transportation besides the bus. My boyfriend, my roommate, and I all ride the bus to and from work everyday and we all use the 28 daily. If this bus ceases to run we would all have to pay on average of \$13 a trip to AND from work everyday for an Uber or Lyft. I don't know about you but I just cannot afford that, half the time I'm searching for change just to make the bus... I hope you reconsider the elimination of this route and many others you have listed, for this is messing with people's daily lives and could really cause hard times for the people of Lane County. | Thank you for your comment will be shared with staff and consideration. |
| 226 | 10/22/2019 | Wendy Loren | e-mail to Josh Skov | 28 | Martin Street | Discontinuation of Route | I am writing this email to express my need of bus 28 in its full route to Martin Street. I started riding it 9 years ago when I moved to the area. I ride based on my changing work schedule. I often buy a bus pass for the month. I also have a business out of my home and people ride the bus to and from my home. I rely on this bus to get to work and school, though not on a daily basis. The consistency of the bus is critical for the neighborhood, including snow days. It also serves many students of the 4J school system as well as UO and LCC, myself included. Loss of this bus route would create hardship for people with no alternate form of transportation and it would increase the amount of traffic in our area. I strongly urge you to continue route 28. | Thank you for your comment will be shared with staff and consideration. |
| 227 | 2/7/2020 | Wendy Loren | Email | 28 | Southeast Neighborhood | Discontinuation of Route | I am a home owner in the south east neighborhood. I work part time downtown. I personally use various forms of transportation to commute including bus, car, and bike. I have a small business in my home, and some clients or students take the bus to my home. This is an important part of my livelihood and their education. I chose to buy this home because there is a bus stop nearby. I support continuing route 28 all the way to Martin Street as often as it is now, it is less frequent than when I moved in 10 years ago. I used to ride the bus more frequently but have been caretaking for my mother and uncle in the last 6 years in areas not easily accessible by bus. Those responsibilities have recently ended. My plan is to return to bus riding to the downtown area. I have witnessed first hand the isolation of the elderly. As our population ages, public transportation for caregivers and family members is as important as public transportation for older people themselves. It is especially important for young people to feel comfortable and continue to use it throughout their lives. I look forward to greeting my neighbors on the bus as well as catching up on reading or the news, or checking email, texting or editing photos. Riding a bus provides opportunities for social and personal experiences. It's more than transportation. It's a public service. My brother and his wife (now married 31 years) met on a bus. Questions: Has a tiered system of payment been considered, if it is financial constraints that limit Route 28 to Martin St? Whatever happened to transportation subsidies? How much carbon is offset by how many people riding a bus instead of driving? Thank you for your continuing attention to this issue. | Thank you for your comment will be shared with staff and consideration. |
| 228 | 10/20/2019 | Whitney Donielson | e-mail to Josh Skov | 28 | Amazon | Discontinuation of Route | I'm writing today in response to the proposal to cancel Route 28. To put it simply, I'm very concerned about the potential cancellation of this route, and I'm begging LTD to not cancel this route for the following reasons: 1) I currently live in the Amazon neighborhood, but I work on the University of Oregon campus and my partner attends graduate school there. Our closest bus stop allows us to take Route 73, Route 81, or Route 28. However, if we need to get to campus or elsewhere via bus on the weekends, or during LCC school holidays, and breaks we'll be out of luck, since Route 28 is the only one of the three routes that currently runs year-round on weekends. 2) Route 28 serves MANY populations for whom public transportation is the only option, including: --Residents of Emerald Valley Assisted Living on West Amazon --Users of First Place Family Shelter on West Amazon --Mark, who lives on Dillard, who has brain damage from a motorcycle accident years ago. My whole life, I watched him limp down Dillard towards the Route 28 bus stop. To this day, I still see him sometimes when I'm visiting my parents. 3) I grew up in Eugene, off of East Amazon and Dillard. I went to South Eugene High School, and I took Route 28 to and from school nearly every day. It was the only stop (at that time) that ran down East Amazon and so I depended on it to get to and from school each day, especially since I didn't have a car in high school. My friends and I also used it as a way to get downtown on the weekends for events, etc. in high school and in middle school. We also used it to get downtown each summer to catch the shuttle to the Oregon Country Fair. I know there are many teens who live in far South Eugene who use Route 28 for all the reasons my friends and I did. 4) I attended the University of Oregon as an undergraduate student, and during the period when I lived with my parents in my childhood home to save money, I also took the 28 bus to get to and from campus every day. I knew other students who lived near me, as well as a few faculty members who also relied on this bus as a way to get to campus efficiently. Even when I lived closer to campus, I would still sometimes take the bus to get to my parent's house since I didn't have a car in college, either. 5) Because so much of my world revolves around the University of Oregon, I can tell you that parking on campus is tough to find, and parking passes for faculty, staff, and students alike are expensive, and parking spaces and lots continue to get removed as the University grows. The Parking and Transportation Department at UO continues to beat the "take public transportation" drums, which is fine and dandy, but only if there is accessible public transportation to take. If you eliminate Route 28, there will be a huge swath of people who will simply have no bus route close to their house. Thank you for your time. Please save Route 28. | The First Place Family Center Amazon Parkway & 19th Av proposed new route would Street and and would stop one block from the center. The Emerald Valley Assisted 4550 W Amazon Drive, is all of route 28 that would be d proposed new route would E/W Amazon Drive at Fox H is approximately 0.4 mile fr |
| 229 | 11/14/2019 | William Fornight | Comment form | 28 | Stop on Martin Street | Discontinuation of Route | I really do not have any other transportation options seeing as I do not have a car and live on Martin Street. There use to be two (2) buses that came down Martin Street, but then LTD cut one of the bus service so as to save money Now, several years later, it is the same story again from LTD...need to cut service to save money. Well, with this cut, there will be no service left. | Thank you for your comment will be shared with staff and consideration. |
| 230 | 12/24/2019 | Yakov Berenshtein | Comment form | 28 | Amazon | Discontinuation of Route | Before I got my personal transportation this summer, I always took the bus for arriving to school and misc. use. It takes me about 10 minutes to walk to the bus stop. The change will make me walk to the closest stop around 30 minutes. There will be less access to people with less mobility in the area and to student. | Thank you for your comment will be shared with staff and consideration. |
| 231 | 11/13/2019 | Ylva Hernlund | Comment form | 28 | Live at East Amazon and Potter. On way home, Eugene Station or U of O south transit stop. | Discontinuation of Route | 28: This would be devastating for many. For medical reasons, I've no driver's license, nor am I able to bike. Moving to S. Eugene, I did so only because there's a 28 bus-stop right in front of my apartment building. While I rarely go down to Martin, I feel for the many who do (when I get on the bus at 8 a.m. it's already standing-room-only, mostly school kids). Why, in a time of environmental concern, would we encourage more South Hills people to drive/drive their kids? (and all street parking on Amazon has been removed). The new loop WOULD work for me (lucky to live no further south than 40th), IF it ran both ways (and I'd appreciate the cross-town access to Willamette); but, as proposed, it'd have a huge negative impact. Instead of getting to Albertsons in a few minutes (I do often make the mile walk, but not if it's raining and I have heavy bags) or the Y (at least 3/week) in 10, I'd have to ride all the way around (almost an hour). Frequency is nice, but not as important as access. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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|-----|------------|--------------------|--------------|----|--|--------------------------|---|---|
| 232 | 12/5/2019 | Ylva Hernlund | Comment form | 28 | All | Discontinuation of Route | Much less convenient! I depend on 28 for everything (I do not drive or bike), I would have to move. If the new proposed loop only goes one direction, I would need a 45 minute trip via Willamette and downtown to reach my grocery store which is just one mile from my house. I also work out at the Y 3 times a week and daily I go to work at the UO. It would, of course, be nice to have service every 15 minutes, but not at the expense of so many having no service at all. There used to be an extra run at 7:15 and 8:15 which alleviated crowded buses full of school children, which worked better for my work start. Those who choose to ride the bus will now choose to drive more. How does this jive with plans to reduce carbon emissions and reduce car use? Those most impacted by this will be the most vulnerable, elderly, disabled, kids, homeless, low income. This plan might look good on a computer screen, but it does not benefit the real people in our community. | Thank you for your comment will be shared with staff and consideration. |
| 233 | 2/25/2020 | | comment form | 28 | Transit Tomorrow | Discontinuation of Route | Keep the 28 | Thank you for your comment will be shared with staff and consideration. |
| 234 | | Aaron Montoya | Voicemail | 33 | Friendly Neighborhood | Discontinuation of Route | I am a Eugene resident of 20 years living in the Friendly neighborhood at 27th and Friendly. Couple of bus stops and routes that serves me and my neighbors very conveniently; would love to see the frequency increase on route 33 going out Jefferson, out to Chambers, out to 24th, etc. I use most of the route catching the bus at 28th and Adams. I would love to see the 33 increase. I have noticed half dozen riders with me every time I am on that bus. I ride it at different times to get downtown where I have an office; enough I would be greatly disappointed if I have to walk all the way the 27th and Friendly to 18th St. in order to catch a bus and/or I guess I could walk to Willamette same distance. Then there is College Hill in the way that drastically reduce the convenience for me, my housemate, my neighbors. I would appreciate some consideration put toward keeping and increasing the frequency of route 33. | Thank you for your comment will be shared with staff and consideration. |
| 235 | 2/6/2020 | Aaron Montoya | Email | 33 | 28th & Adams | Discontinuation of Route | Please increase frequency on Route 33. I use the stops at 28th and Adams and 24th and Madison near daily. My house mates and neighbors use it frequently, too. I notice a half dozen or more people on the bus every time I ride. I ride various times during the morning and evening. Please do not reduce service to this important route. The proposed changes look as if route 33 is to be eliminated. That would reduce ridership by my neighbors and I, because our closest stops would be on 18th ave or Willamette St. both of which are too far of a walk to make feasible on a daily basis, not to mention we would have to climb College Hill twice per day. Please increase frequency on route 33. | Thank you for your comment will be shared with staff and consideration. |
| 236 | 2/10/2020 | Ann Flaherty | Comment form | 33 | Friendly Neighborhood | Discontinuation of Route | The 33 is an integral part of the Friendly Street Neighborhood. I would ride the bus more, but I find it too expensive. As an able-bodied, 50-year old, I don't qualify for discounts. When I fractured my ankle in 2017, I couldn't drive for 5 months but didn't qualify for RideSource. used the bus. It would take 3 hours to get to my physical therapy appt. by Autzen, but I was grateful. Bozeman, MT has a free bus that serves core neighborhoods; how is this possible? Also, you need better PR about route cuts/changes. Thank you for coming to the meeting. | Thank you for your comment will be shared with staff and consideration. |
| 237 | 2/12/2020 | Ariana White | Email | 33 | Friendly Neighborhood | Discontinuation of Route | I do not think that taking lines away is a good idea. Huge areas of the city are already underserved. While I support more frequent bus service, taking away existing lines seems counterproductive in the extreme. What about all of the carless people that are currently served by the bus? Consider people in wheelchairs, how are they going to get to the nearest stop? How is taking away their access equitable? My personal experience is with the 33 line which serves the entire Friendly Street neighborhood. Walking down to 18th is more than a mile for some people now served by that line. I would like to suggest a route that runs through the southwest hills, not from downtown, but between two Emx stops. With the Emx, hub and spoke has become obsolete. But there are a lot of elderly people in this neighborhood for whom taking the bus would be a good option. Keep the 33 and extend it to the west, down city view. Please. | Thank you for your comment will be shared with staff and consideration. |
| 238 | 2/24/2020 | Aron Montoya | Comment form | 33 | Transit Tomorrow | Discontinuation of Route | Please consider retaining service along 28th Avenue. route 33 currently serves the Friendly neighborhood well. If folks have to walk up and over College Hill every day to use the bus, many people will not do that because they are unable walk that far or it will become a significant inconvenience to adapt to the change. Friendly neighborhood should receive adequate bus service to encourage folks to not drive alone. | Thank you for your comment will be shared with staff and consideration. |
| 239 | 2/10/2020 | Bernard Corrigan | Comment form | 33 | Southeast Neighborhood | Discontinuation of Route | I don't ride often, but my friends and neighbors do, and I am extremely concerned about them. | Thank you for your comment will be shared with staff and consideration. |
| 240 | 11/21/2019 | Blake Bates | Comment form | 33 | 25th and chambers | Discontinuation of Route | I rely on the 33 Jefferson bus to get me to work and back home 5 days a week. If you eliminate this route it will cause me a very hard time to get to work. Please keep the 33 Jefferson bus route! | Thank you for your comment will be shared with staff and consideration. |
| 241 | 1/10/2020 | Bonnie Phipps | Comment form | 33 | 28th & Taylor | Discontinuation of Route | I am a senior. These changes will require a 2 mile walk EACH way for me to get to a bus. | Thank you for your comment will be shared with staff and consideration. |
| 242 | 1/15/2020 | C M | Comment form | 33 | 25th at Chambers 29th at Olive (Market of Choice) | Discontinuation of Route | This is the only bus route between my home and my job. I rely on bus service to transport me to work. Without this route, I will have to walk or find someone to drive me. It is already difficult to rely on this bus with such infrequent service. | Thank you for your comment will be shared with staff and consideration. |
| 243 | 2/10/2020 | Carmella DeLong | Letter | 33 | N/A | Discontinuation of Route | Want to increase ridership? Make all routes run more frequently! Make it easier than driving and people will ride. Please do not remove bus access for people along this route. | Thank you for your comment will be shared with staff and consideration. |
| 244 | 3/6/2020 | Casey Kawahara | Comment form | 33 | Eugene Station | Discontinuation of Route | Is was with great sadness that I greeted the news that you were considering discontinuing service for Route 33, and truly appreciate the decision to continue it until summer! My move to this neighborhood came on the death of my husband in 2013 and I was already an Honored Rider for 4 – 5 years and haven't expressed my gratitude often enough! I have an invitation to move in with a granddaughter, but my plea for reconsideration is for the elderly gentleman who has difficulty walking to 18th Street, the caregiver whose transportation is challenging and walks several blocks to the nearest stop on Chambers and 28th, and the others I don't meet at their particular times to ride. While I have your attention, you have some very capable and caring drivers and have had over the years. Thank you! | Thank you for your comment will be shared with staff and consideration. |
| 245 | 2/24/2020 | Cathy Beyer | Comment form | 33 | Transit Tomorrow | Discontinuation of Route | It would make it hard for me to get to work I use the bus every day. | Thank you for your comment will be shared with staff and consideration. |
| 246 | 2/10/2020 | Daniel Lynn | Comment form | 33 | Mesa | Discontinuation of Route | I'm very worried about # 33 being eliminated. I'm 80 years old and when I need to downtown it's a relief to have the bus to depend on. We need neighborhood buses ... please don't eliminate for expediency's purposes. | Thank you for your comment will be shared with staff and consideration. |
| 247 | 12/11/2019 | David Hoffman | Email | 33 | N/A | Discontinuation of Route | Please keep this route. People need it. | Thank you for your comment will be shared with staff and consideration. |
| 248 | 2/14/2020 | David Hoffman | Picture | 33 | Willamette Street | Discontinuation of Route | LTD Needs To Do More To Inform People About Route Cuts Outreach is not as good as it should be. There are still riders on #33 who are unaware that LTD is considering canceling their bus. This is also probably true for the other routes. Signs in big letters on bus stop schedule boards. On the black cabinet behind the bus driver. Eugene Station / Customer Service Center; On the #33 webpage. Precedent: There is already a special notice: "All Routes – Trip Planning Issues Due to technical difficulties ..." | Thank you for your comment will be shared with staff and consideration. |
| 249 | 3/11/2020 | David Hoffman | Comment Form | 33 | Transit Tomorrow | Discontinuation of Route | Outreach is not as good as it should be. There are still riders on #33 who are unaware that LTD is considering cancelling their bus. This is also probably true for the other routes. Safety hazard! If no route 33, walking 29th to Willamette: The close double-intersection vehicle "Grand Prix" jaunt from 29th to 28th at Washington is potentially very dangerous especially at night and in the rain. No sidewalk north side on 29th from Washington to midblock alley on 29th. Tree roots in sidewalks potential location means dangerous walking, forcing people into traffic or crossing 29th to navigate the intersection via Lorane or walking Lincoln to 28th. | Thank you for your comment will be shared with staff and consideration. |
| 250 | 12/23/2019 | David Lynn | Comment form | 33 | downtown Eugene station | Discontinuation of Route | With all your talk of seeking public input, the LTD webpage for #33 still has no notice that the #33 route may (will) be canceled! This appears to be "failure to perform due to diligence" This appears to be immoral as well as illegal. You are looking bad, so why should we trust you? | Thank you for your comment will be shared with staff and consideration. |
| 251 | 1/23/2020 | Debra Jones | Comment form | 33 | 24th & Madison | Other | Please, please keep route 33. A lot of people need it. | Thank you for your comment will be shared with staff and consideration. |
| 252 | 12/26/2019 | Demi | Comment form | 33 | 28th & Tyler and 24th & VanBuren | Discontinuation of Route | My comment is on the long process of getting public input. I did take your original survey. As I recall, the questions were very broad brush strokes and conceptual questions. Ridership vs. coverage. It is hard for me and I suspect hard for many if not MOST people to engage in a conceptual conversation about bus service and about city planning in general. It becomes an eyes-glaze-over conversation almost immediately. However, when you start talking about specifics "what do you think about increasing/decreasing/changing service on these specific routes," then suddenly you get the immediate attention of lots of people. (I was just at a neighborhood meeting full of people upset at the proposed elimination of several routes, and accusations that "you never asked me what I think".) I see this same dilemma repeated over and over -- with S. Willamette rezoning, with Central Eugene in Motion. Luring people into the conversation with some specifics will get you more useful feedback more quickly. | Thank you for your comment will be shared with staff and consideration. |
| 253 | 2/25/2020 | Don Macnaughtan | comment form | 33 | Transit Tomorrow | Discontinuation of Route | How can you possibly ignore all of South East Eugene; as well as other huge areas of the city? You're going to ask riders to walk anywhere from 8 - 20 blocks for service? What about seniors, physically handicapped? And during bad weather it will be even more of a problem. | Thank you for your comment will be shared with staff and consideration. |
| 254 | 1/29/2020 | Ellen Mey-Galloway | Email | 33 | South of 18th | Discontinuation of Route | I rely on the # 33 for access to the city, doctor and dentist, and other services. Because of disabilities, I rely on the bus (+ bike) increasingly. As I age I'll need the bus. This is bad for me and also for public policy, this bus services stitch the community together -- so many people and neighborhoods will be abandoned! DO NOT do this for the (unproven) | Thank you for your comment will be shared with staff and consideration. |
| 255 | 11/19/2019 | Eric Jones | Comment form | 33 | 24th & Jefferson | Discontinuation of Route | I ride the bus five days a week to and from work- route 33. The bus is never empty, even when I leave work late in the evening or go to work a little late. So I was confused and saddened to hear LTD may cut the route in the name of progress with no alternative proposed for residents south of 18th in the Southwest. I remember the survey asking about frequency vs. coverage. I thought it meant "increased" frequency vs. "increased" coverage. Would anyone have voted for frequency in the survey if they had known their route would be cut? There are folks on the 33 who rely and depend on transit to get around. Proximity to transit was an important criterion when selecting my housing. I am deeply concerned about elimination of this route. Have you considered reducing neighborhood routes to commuter hours if it saves them from elimination? Have you considered Chambers as a corridor, Jefferson, or 29th? I own a car, but I work downtown so the bus is a wonderful resource. If I can't ride the bus, I expect I would choose to drive. So I would be a new car on the corridor where LTD says the goal is to reduce cars. By throwing away existing riders in pursuit of new corridor riders, will the environmental impact have a net gain? Please consider alternatives so the existing riders on routes you propose to cut are not stranded! Reduce frequency if you must but please don't eliminate routes! Thanks so much for all you do; I love the bus!!! | Thank you for your comment will be shared with staff and consideration. |
| 255 | 11/19/2019 | Eric Jones | Comment form | 33 | 24th & Jefferson | Discontinuation of Route | Eliminating all bus service from Friendly is a step backwards. What would be so much better is a revision with a bus that made a circle around 18th, Chambers, 28th and 24th and started and ended from UO. A ton of faculty and students live in Friendly that would increase bus use if they didn't have to transfer downtown and instead could be dropped directly at UO, preferably at 18th and University. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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|-----|------------|--------------------|--------------|----|--|--------------------------|--|---|
| 256 | 11/21/2019 | Frank Gibson | Email | 33 | N/A | Discontinuation of Route | I understand LTD is considering cutting back routes in its planning. Please do not cut Route 33 (especially not buses that serve morning and evening work hour commuters). I and many others use those buses and there's nothing else for us at present than Route 33. | Thank you for your comment will be shared with staff and consideration. |
| 257 | 1/29/2020 | Gary Trendler | Email | 33 | 23rd & Monroe | Discontinuation of Route | I'm a fair-weather bicycle commuter and a senior citizen. Since route 33 was extended to the Amazon Station I've used it to go get groceries (instead of driving from 23rd & Monroe). The 33 has been my link downtown to ride the Emx to work on campus. The 33 would be a good route for a smaller all-electric bus someday. | Thank you for your comment will be shared with staff and consideration. |
| 258 | 2/10/2020 | Holly Ross | Comment form | 33 | Friendly Neighborhood | Discontinuation of Route | I work in a supported living program (SLEEA.org) and many of our students use the bus routes in South Hills area to get to the store, work, school, med. appts., etc. All of our students have disabilities and most are not able to drive. The routes assist them in being independent and at times knowing they have that public transportation is what keeps them going because they feel empowered to take charge of their own lives. | Thank you for your comment will be shared with staff and consideration. |
| 259 | 11/25/2019 | Jan Fillingier | Email | 33 | Friendly Neighborhood | Discontinuation of Route | We live on Crest Drive, a few blocks south of 28th Avenue and Friendly Street. I understand that LTD is considering eliminating Route 33. I urge you not to eliminate this important route, especially not the buses serving the morning and evening commuters. Our family, and many others use these buses on a daily basis to get to work in the morning and back home at night. Besides Route 33 buses there is no other available alternative to us. Please consider using smaller vehicles to save cost, rather than cutting entire routes out of your network! | Thank you for your comment will be shared with staff and consideration. |
| 260 | 3/11/2020 | Jane Rapier | Comment Form | 33 | Chambers | Discontinuation of Route | Please keep the #33 bus going all the way up Chambers Street to 28th Street. | Thank you for your comment will be shared with staff and consideration. |
| 261 | 11/21/2019 | Janet Dahlgren | Email | 33 | Friendly Neighborhood | Discontinuation of Route | I've just heard that you're considering eliminating the 33 bus. Please don't! I live in the Friendly neighborhood and use it for trips to the library and other errands in town. The 33 is also a great connection to Woodfield Station and Amazon Station. | Thank you for your comment will be shared with staff and consideration. |
| 262 | 2/10/2020 | Jayne Williams | Comment form | 33 | Friendly Neighborhood | Discontinuation of Route | Not just "less convenient", but impossible. 15/30 minutes is a good plan for the future. Eliminating ALL ROUTES that cover some areas for ALL HOUSES impacts many choice residence areas and makes it impossible to use the system for community for anyone who can't walk the hills for more than a mile. Cutting back on less travel hours would be sad - but not impossible - cutting the routes entirely is cruel. | Thank you for your comment will be shared with staff and consideration. |
| 263 | 1/21/2020 | Jean Murphy | Email | 33 | Friendly Neighborhood | Discontinuation of Route | I understand that ridership is low on some routes, including mine, the 33 Jefferson. But I wonder if we could keep some limited service. A few nights ago I took the 5 PM bus from downtown, and there were 13 of us riders. That seems enough to keep, say, a couple buses: say, 9 AM and 5-6 PM. That would help a lot! My husband and I are in our late 70s, and ride several times a week, to get to dr. appointments and the YMCA and the library....we have a car, but don't want to use it, to put yet another car on the road. I do understand that an empty bus riding its route every hour emits more CO2 than our little old car, but I still hate to lose ALL bus service in our Friendly neighborhood. Isn't there a way to keep limited service? AND YES I plan to be at the FAN neighborhood meeting this week, to hear what the LTD folks have to say. | Thank you for your comment will be shared with staff and consideration. |
| 264 | 11/27/2019 | Jeff Ostler | Email | 33 | Jefferson & 25th | Discontinuation of Route | I read with alarm the Nov. 7 story in the Register Guard about plans to cut many bus routes. Although the article didn't mention the 33, I have since heard rumors that it will be eliminated. I live on Jefferson and 25th Avenue, and if the nearest route is on 18th Avenue or Willamette Street, it will be a serious inconvenience for me, so much so that I'll probably quit using LTD. I have been a regular user for my daily commute to UO for almost 30 years. | Thank you for your comment will be shared with staff and consideration. |
| 265 | 11/21/2019 | John Davis | Email | 33 | N/A | Discontinuation of Route | Hello I ride this bus and it is important to my livelihood to work Downtown. Thank you | Thank you for your comment will be shared with staff and consideration. |
| 266 | 10/19/2019 | Joshua Burstein | Email | 33 | W 27th/Chambers | Discontinuation of Route | I think it is better to provide a little service to more places. For example, I live at West 27th and Chambers on the 33 bus line and I have heard a rumor that LTD may eliminate it. I only can assume that you are thinking that more frequent 36 buses on West 18th could serve those of us who live in my area. This would not work, as people will not walk that far. Instead, more people will drive more cars. I also have seen friends post about the rumored elimination of the 28 bus in southeast Eugene. Please tell me what your plans are for the 33 bus. There are so many links on your Transit Tomorrow website that it is quite difficult to figure out. I understand that there is a public meeting on November 20 about "Transit Tomorrow." I think people are getting confused by the closeness in time between this and the October 21 meeting about "Moving Ahead," which I understand to be about how many new EmX lines to create. Thank you for any information that you can provide. | Thank you for your comment will be shared with staff and consideration. |
| 267 | 11/19/2019 | Joshua Burstein | Comment form | 33 | 27th and Chambers Downtown Eugene Station Plus my kids take it from ATA Middle School to go to Downtown Eugene to use the Library | Discontinuation of Route | It is a terrible idea. LTD's philosophy should be service to the public - more routes going to more places, rather than fewer routes, even in more frequent. More people will get in their cars if this proposal to eliminate routes occurs. Also, LTD has been disingenuous about its outreach. You have not disseminated a clear and easy list of the lines to be eliminated; people have to puzzle through it. There is nothing on the splash page about this; people need to know to click on "About Us" and then "Projects and Planning" even to get to the Transit Tomorrow page. And on that page, the map shows what the end result would be, not what lines would be eliminated. Also, saying that the "proposed change negatively affects 2% of current boardings" sounds inaccurate. Are you assuming that people who live within .25 or .5 miles who take the routes that are to be eliminated still will be boarding a bus somewhere? | Thank you for your comment will be shared with staff and consideration. |
| 268 | 11/25/2019 | Judith Watt | Email | 33 | Friendly Neighborhood | Discontinuation of Route | I am writing to ask you to not discontinue the #33 bus. Please. My husband and I live at 28th and Friendly Streets and use the bus frequently to go to the library, attend a movie and/or have dinner. We also use the bus to get downtown to then transfer to the #66 to get to Valley River Center or the #67 to visit friends at Crescent Village or the EmX to get to Matt Knight Arena to attend UO basketball or volleyball games. If LTD discontinues the #33 bus, we will be forced to use our car for those activities which is detrimental to global warming/climate change. Or we will choose to not go downtown as frequently as we do which will mean less money spent at the various downtown businesses. Eliminating the #33 bus will affect more than just the riders who depend on the bus. It will, in effect, contribute to global warming/climate change and will lessen the revenue received at downtown businesses. | Thank you for your comment will be shared with staff and consideration. |
| 269 | 2/6/2020 | Kathleen Weight | Email | 33 | N/A | Discontinuation of Route | I am sorry to hear that the #33 bus line is to be discontinued, but I understand that the number of riders is low. Nevertheless, it seems to me that there should be some kind of alternative to the #33 for those of us that do need bus service. Please consider this. | Thank you for your comment will be shared with staff and consideration. |
| 270 | 2/24/2020 | Laurie Powell | Email | 33 | N/A | Discontinuation of Route | Please do not cut Route #33. Even if you have to go to a smaller bus, this route is crucial to so many who are seniors, have disabilities and/or have no alternative mode of transportation. | Thank you for your comment will be shared with staff and consideration. |
| 271 | 11/26/2019 | Leila Snow | Website | 33 | 28th and Friendly | Discontinuation of Route | Are you kidding me? I live near 28th and Friendly. I frequently walk downtown and take the bus home. If the 33 is eliminated, the closest stops will be 18th and Friendly, or Willamette and 28th. Both are over one mile from my home, and that's as good as having no bus at all. It's so disappointing! I can't believe you'd leave such a large segment of town with no service at all. | Thank you for your comment will be shared with staff and consideration. |
| 272 | 2/5/2020 | Linda Steller | Email | 33 | Friendly Neighborhood | Discontinuation of Route | Please don't eliminate Route 33. It is about the only one that runs through the Friendly neighborhood, where I have lived for the last 28 years. I have a bus stop in my front yard, and I take the bus to the Market of Choice and use it to get downtown to use the EMX. I realize I can use the 36 to get downtown, but the 36 doesn't go to the Market of Choice. Now that I'm retired and have my bus pass, I use the bus much more frequently. I don't want to have to drive to get groceries. | Thank you for your comment will be shared with staff and consideration. |
| 273 | 2/10/2020 | Lori Kievith | Comment form | 33 | Friendly Neighborhood | Discontinuation of Route | This appears to be a service reduction. If I understand your proposal, #33 would go away. The 33 bus is very important for Friendly neighborhood to get to downtown and transfer. Your information outreach to inform riders has not been executed well to receive proper feedback or to announce these proposed changes. However, thank you for presenting at our neighborhood meeting. | Thank you for your comment will be shared with staff and consideration. |
| 274 | 11/25/2019 | Lynne Swift | Email | 33 | South Eugene | Discontinuation of Route | I understand that you are considering cutting service on route 33 in South Eugene. This is a very important service to people who live in this area, especially commuters to work but also for older people who are not driving anymore. This is a high density population that really needs to be served by convenient bus scheduling. Please reconsider this decision and retain this bus route in this very busy and densely populated area. | Thank you for your comment will be shared with staff and consideration. |
| 275 | 11/27/2019 | Marjorie McPherson | Email | 33 | Adams Street | Discontinuation of Route | I am sad to learn that the 33 route may be eliminated or drastically reduced. Currently, no Sunday service is often a hardship, and the route's removal will mean a mile walk to the 24 or 36. I also use the 24 and 28 routes to access the Ridgeline Trail system. I need to get to Donald & Fox Hollow and Martin & Amazon. This reduction will also mean a long walk for me. Just one honored rider's comment | Thank you for your comment will be shared with staff and consideration. |
| 276 | 2/7/2020 | Marsha Weisiger | Email | 33 | UO | Discontinuation of Route | I am pleased with the proposal to offer more frequent bus service, which will make it easier to get to work and back. But I am alarmed at the proposal to eliminate Route 33. Instead of having a bus stop 3 short blocks away, I will now have to walk half a mile to catch the bus (and riders who come from the other direction will have to walk even further). I bought my house with the proximity of the bus stop as a key factor. The low ridership on 33 is likely due to the fact that it runs only once per hour after 8:30 and doesn't sync with the schedule of the EMX, so that it takes way too long to get to the UO campus. Please consider first running more frequently to see the effect on ridership. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 277 | 2/14/2020 | Mary Robertson | Email | 33 | Transit Tomorrow | Discontinuation of Route | I'd like to add my comments regarding the "Transit Tomorrow" plan. I bought a small house along route 33 over 20 years ago. Having access to public transportation was an important selling point for me, and I commuted via bus and bike for the first few years here. Sixteen years ago, I became fully disabled. Four years ago my 87-year-old mother moved in with me. Due to my health, I am rarely able to ride the bus myself any longer. However, the caregivers I rely on to be able to stay in my home do. I am not sure what will happen if they are unable to travel here to help look after us. Last year's route/stop changes were hard enough, but eliminating the route entirely would be disastrous for us. Thank you for listening, and considering this. | Thank you for your comment. It will be shared with staff and for consideration. |
| 278 | 11/19/2019 | Maureen McCauley | Email | 33 | Friendly Neighborhood | Discontinuation of Route | I request that LTD reconsider elimination of Route 33. This route is used in AM for commuting to work by me, and commuting to school, work, library, etc. by others in the neighborhood. I specifically moved to the Friendly neighborhood to be able to use the bus service and would be extremely disappointed in the elimination of this service. How can me and my neighbors get involved? All I see on your website is a slideshow about the changes proposed. | Thank you for your comment. It will be shared with staff and for consideration. |
| 279 | 11/25/2019 | Maureen McCauley | Email | 33 | Friendly Neighborhood | Discontinuation of Route | I am registering my concern about the elimination of Route 33 in your new plan. I moved to the Friendly Neighborhood two years ago because it had good bus service from Route 33. Our neighborhood is growing with urban infill and in order to catch a bus with a new plan I would have to walk .8 miles to Willamette Street and/or 1 mile to Amazon which is not going to happen as I am an older person that walks too slow to make that journey. I took the survey and feel that after reading LTD's conclusions that the survey results are inaccurate. I have 4 bus stops within 1 block of my house, so when asked "would I prefer more frequent buses and be willing to walk further," I said yes, not having any idea that LTD would take that to be "I would be willing to walk a mile" to catch a bus. The MOD idea covering our entire neighborhood does not seem realistic, and in your documents stating up "to a 60 min wait" does not work for people trying to get to work. I hope that LTD will reconsider eliminating Route 33. I and others in the area take it to shop at Woodlawn and in the other direction to get downtown. | Thank you for your comment. It will be shared with staff and for consideration. |
| 280 | 2/24/2020 | Maureen McCauley | Email | 33 | Friendly Neighborhood | Discontinuation of Route | I moved to the Friendly neighborhood 2 years ago. One of the deciding factors was access to the Route 33 bus. I take the bus to work (not everyday, as sometimes I ride my bike). I also recently had surgery and am unable to drive, or ride my bike, so have depended on the 33 to get to appointments and to downtown to the gym for rehabilitation. I am very opposed to eliminating Route 33. I understand the idea of more frequent service, however cutting out a very large neighborhood from all bus service does not make any sense. I would have to walk 1 mile to the bus on Willamette, a little further to Amazon or 18th Street to catch "a more frequent bus".... that is impossible. I have heard that the 33 does not have "good statistics". When I get on the bus to go to work in the morning, but the time we get around to Jefferson St. the bus is pretty full and it is mostly people getting to work or children getting to school. I feel this is an important issue and although I am unable to make a nighttime meeting due to my recent surgery, I hope my voice will be represented by you. | Thank you for your comment. It will be shared with staff and for consideration. |
| 281 | 2/9/2020 | Melda DeSalvo | Email | 33 | Friendly Neighborhood | Discontinuation of Route | Please do not eliminate Route 33. This would leave hundreds of people in the Friendly neighborhood without regular bus service. I live on this line and have used it over the years. My son took it every day to high school. I don't own a car and will need the bus more as I get older. Save Route 33! | Thank you for your comment. It will be shared with staff and for consideration. |
| 282 | 11/12/2019 | Mr. Haufman/Hoffman | Southeast Neighborhood Association Meeting | 33 | Friendly Neighborhood | Discontinuation of Route | He's from Friendly Neighborhood and removal of Route 33 would be really bad and he opposes the change; he feels infrequent service is better than no service. Concerned about access to Friendly neighborhood also. He has concerns that changes would adversely impact property values and lower tax base. Word of the proposal has probably already lowered property values. People have purchased their homes in part due to transit access. LTD will have difficulty asking for fare increases. Would like to know how these changes would impact the cost to provide RideSource. | Thank you for your comment. It will be shared with staff and for consideration. |
| 283 | 11/17/2019 | N/A | Comment form | 33 | central bus terminal or 22nd and Jefferson | Discontinuation of Route | #33 is one of the few north-south bus routes in south Eugene. Walking to a Willamette bus is a not practical alternative for me...there is a VERY STEEP hill (College Hill) between the #33 Jefferson bus and Willamette Street. This is a real hardship for a senior citizen like myself who must often use a cane. In order to increase bus ridership, bus service must be (a) convenient and (b) reliable and (c) reasonably priced. Removing the #33 bus will certainly remove factor (a) convenience. Factor (b) reliability would also be negatively affected if #33 users must hike up and over College Hill to get to a Willamette bus. Because I have a senior citizen pass, I have a free ride now, but I would be prepared to pay full fare if it meant keeping the #33 bus on Jefferson. | Thank you for your comment. It will be shared with staff and for consideration. |
| 284 | 12/17/2019 | N/A | Comment form | 33 | Eugene Station | Discontinuation of Route | Please keep this bus line. | Thank you for your comment. It will be shared with staff and for consideration. |
| 285 | 2/7/2020 | N/A | Comment form | 33 | Eugen Station | Discontinuation of Route | Please keep these routes. People need them. | Thank you for your comment. It will be shared with staff and for consideration. |
| 286 | 12/26/2019 | Nancy Lynn | Comment form | 33 | Eugene Station | Discontinuation of Route | The people on this route need it. I need it to get to Chambers Street. I am 70 years old and I need it to get around. | Thank you for your comment. It will be shared with staff and for consideration. |
| 287 | 11/21/2019 | Norma Sax | Comment form | 33 | 28th and Friendly. | Discontinuation of Route | Please do not eliminate the #33 bus. there is no other route close to us. we would have to go back to driving everywhere and that's not energy or cost-efficient. Eliminating this route is a very bad, terrible idea.. | Thank you for your comment. It will be shared with staff and for consideration. |
| 288 | 3/6/2020 | Parker Knight | Comment form | 33 | Amazon | Discontinuation of Route | Ending the service would make it more difficult for me to visit family and friends or to be involved in community events. The 33 bus is a convenient way for me to travel not only to the Amazon Station but also to the Eugene Station | Thank you for your comment. It will be shared with staff and for consideration. |
| 289 | 1/24/2020 | Pat McMurry | Phone Call | 33 | Friendly Neighborhood | Discontinuation of Route | Called to see where to send her comments. However, she did state that she is not happy with the changes and even bought her house on the bus line for when she can't drive, she can take the bus. It is easy for her neighbors to go to Market of Choice to downtown. | Thank you for your comment. It will be shared with staff and for consideration. |
| 290 | 11/25/2019 | Peter Watt | Email | 33 | Friendly Neighborhood | Discontinuation of Route | My wife and I are retired and frequently use the Route 33 bus. We understand that you are considering a proposal to eliminate that route. Such action would have a big impact on our use of buses. The alternative bus, Route 24, is a twenty-minute walk from our home. We support your efforts to increase bus ridership city-wide by adding more frequent service in higher demand areas. However, we hope you will reconsider eliminating bus service in our area. | Thank you for your comment. It will be shared with staff and for consideration. |
| 291 | 2/10/2020 | Peter Watt | Comment form | 33 | N/A | Support | I strongly support LTD's proposal under Transit Tomorrow. There is a good chance that it will increase ridership, reduce emissions and fossil fuel use, and be a fiscal improvement. At first, I was concerned about losing the service provided by Route 33 in my neighborhood, 2 minutes from my house to two stops, one for each direction. But I recognize that that bus is seldom as much as 1/4 full. With the proposed change I would have a 15-minute walk to a bus running every 15 minutes on Willamette Street. That frequency would be an improvement. I believe Transit Tomorrow is headed in the right direction, and I am willing to make the sacrifice by walking 13 minutes for more frequent service. | Thank you for your comment. It will be shared with staff and for consideration. |
| 292 | 1/29/2020 | Randy Birzer | Email | 33 | Friendly Neighborhood | Discontinuation of Route | The 33 bus route past Friendly Street neighborhood is used by my family frequently and if it were cut would add significant hardship to our family including more time walking to Amazon Station and more driving cars to get around. Please don't cut the 33!!! | Thank you for your comment. It will be shared with staff and for consideration. |
| 293 | 11/18/2019 | Rickie Kerndt | Comment form | 33 | Typically catch the 33 bus at Madison & 24th to get downtown and back. | Discontinuation of Route | Eliminating route 33 will remove bus service from the Friendly Neighborhood. I myself use it several times a week to get downtown and have a niece, who for medical reasons, will not be able to drive nor ride a bicycle safely through town | Thank you for your comment. It will be shared with staff and for consideration. |
| 294 | 2/11/2020 | Shoshana Kerewsky | Email | 33 | Southeast Neighborhood | Discontinuation of Route | In the redesign, please keep a route through the Friendly neighborhood either the exiting stops along 24th Ave or along 29th Ave. Please don't cut service on Route 33. When I moved to this neighborhood, I was able to take the bus to work or to go shopping because there were several buses each day, with more convenient stops. Now there are too few and they don't coordinate with my work schedule, and the stops are still more than a quarter-mile on hills from my house. It's already disappointing and frustrating. Of course ridership is low--the 33 in my neighborhood is infrequent, badly timed, and poorly accessible. This is a hilly neighborhood with an aging population. Please add more buses so we can reduce our carbon footprints. | Thank you for your comment. It will be shared with staff and for consideration. |
| 295 | 1/6/2020 | Signed petition | Letter | 33 | Tiara Street | Discontinuation of Route | "Protest cancelling 33 bus route - Dear LTD - Since #33 serves our neighborhood and no other routes do that, we, the undersigned, request you not to cancel #33. Thank you." Signed by 12 residents on Tiara and Adams Streets | Thank you for your comment. It will be shared with staff and for consideration. |
| 296 | 11/28/2019 | Sue Parker | Comment form | 33 | 24th chambers | Discontinuation of Route | I will be driving illegally if you remove this route as well as my teenage son will have to also illegally drive. Keep that in mind. You will have irresponsible drivers in your roads. | Thank you for your comment. It will be shared with staff and for consideration. |
| 297 | 1/6/2020 | Susan Leek | email | 33 | N/A | system change | To eliminate or drastically pare back neighborhood routes (e.g. Route #33) fundamentally changes the nature of our public transportation. It fuels an urban - suburban divide; rendering the "sub" in suburban somehow inferior/less important. It disenfranchises folks who are trying to do their part to shop locally downtown, alleviate traffic congestion, and generally live more sustainably. And, once again, the middle class takes a big hit. I suggest that tweaking times on existing bus routes, and promoting a bus-riding community spirit/mentality rather than eviscerating the network is far more expedient and community-minded. | Thank you for your comment. It will be shared with staff and for consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 298 | 1/29/2020 | Susanne Ammann | Email | 33 | Westmoreland | Discontinuation of Route | I am an almost daily rider of this bus. I am a 56 year old female who works in Springfield and Eugene and I am downtown almost daily for the last 15 years. I use LTD all the time. I do not have a drivers license nor do I ever want one. The #33 provides a vital service to many of us in this neighborhood. I often see friends on it. If you must cut back on some services than maybe you could relax the practice of running the # 82 to LCC when the college is closed. I.e.: MLK day. I saw big empty buses with no one in them. Or the EmGo cars that seat 8 but I never see more than one person in them. Not to mention people who can walk should walk. I have torn ligaments in my right ankle but walk as much as I can. For instance, last night from Albertsons on 18th and Chambers to my place on 24th and Taylor. I had to walk through a pitch dark Westmorland Park. It was scary and these days dangerous! Then through a dark school yard. If you remove the 33 this will be my nightly journey. It's unsafe and unfair. Maybe get smaller busses? Or rethink your policies regarding the 82 among others. You can not leave this part of town with out access to public transportation. | Thank you for your comment will be shared with staff and consideration. |
| 299 | 11/25/2019 | Teri Reifer | Email | 33 | Friendly Neighborhood | Discontinuation of Route | We live on Crest Drive, a few blocks south of 28th Avenue and Friendly St. I understand that LTD is considering eliminating Route 33. I urge you not to eliminate this important Route, especially not the buses serving the morning and evening commuters. Our family, and many others use these buses on a daily basis to get to work in the morning and back home at night. Besides Route 33 buses there is no other available alternative to us. Please consider using smaller vehicles to save cost, rather than cutting entire routes out of your network! | Thank you for your comment will be shared with staff and consideration. |
| 300 | 2/5/2020 | Tricia Hedin | Email | 33 | 27th & Tyler | Discontinuation of Route | I am disturbed by the elimination of the #33 bus route. Although I have not used it frequently, I am now retired and expect, as I age, that I will use it more and more. It will be impossible for me to walk from 27th Avenue and Tyler down to 18th, take a bus downtown and change buses to come out Willamette just to grocery shop at Market of Choice. Or have to walk to Albertsons on 18th. I have a friend who lives in New Mexico who wrote this to me, which I think could be a good compromise. "All the buses around here a short buses. They are meant to get the elderly and sick around. If you want to pay a dollar instead of fifty cents they have a van that will pick you up in front of your door and drop you off where you want to go and pick you up when you are ready to go home." Right now, senior bus passes are free. I could afford a nominal amount to ride the bus and others could also. Maybe make the bus free to low-income seniors and the rest of us could subsidize a little. (If that doesn't make us "communists.") | Thank you for your comment will be shared with staff and consideration. |
| 301 | 11/19/2019 | Ward Ricker | Phone | 33 | Chambers | Discontinuation of Route | Please do not discontinue Route 33. I get on at 2650 Chambers. I do not use the bus all the time, but do use it on occasion. Choice rider. | Thank you for your comment will be shared with staff and consideration. |
| 302 | 12/10/2019 | Laura Allen | Comment form | 36 | Bertelson | Support | I support increasing frequency of the major bus lines. I also think it's important for LTD to have something for people in the areas getting cut. My daughter goes to Ridgeline Montessori school and that bus route is used by kids going home. (The 28). I think it's important there is some option for kids to get home and to school on the bus, something running just before and just after school. Making the bus accessible to school aged kids is important for several reasons- kids learn to use the bus, the view it as a transportation option, and parents who work or don't have a car can get their kids to school. | Thank you for your comment will be shared with staff and consideration. |
| 303 | 2/27/2020 | John Harbick | Email | 40 | La Casa | Discontinuation of Route | As a loyal LTD customer who relies on your bus lines I am actually concerned about my ability to get to and from work on time using the bus after the new route changes go into effect as they will eliminate the 40 route which I rely on to get done most of my running for laundry, work and groceries. When these changes go into effect it will no longer be cost or time effective to continue using LTD because I could ride my bike to these places faster. | Thank you for your comment will be shared with staff and consideration. |
| 304 | 12/6/2019 | Robin Bloomgarden | Comment form | 40 | Elmira and Archie St | Discontinuation of Route | I would have to walk 3 blocks instead of 1/2 block to get bus. Don't know where bus stop is on royal, so it may be more walking involved. I have trouble walking more than a couple blocks. Then I have to walk again to get to anything downtown. Then walk again back to bus stop, and walk 3 blocks back to my home. Exhausting! And that does not include carrying groceries or other things I have picked up. The proposed #45 bus would create an even larger no-mans-land of transit between 99W (4 corners), Royal, Danebo, and W. 11th. There are MANY people living in this area who NEED some kind of transit availability! I see tons of folks walking along Roosevelt and Seneca because there is NO transit between Elmira and W 11th via Seneca. Also, at night it is VERY hard to see where the bus is at because of the bus wraps blocking the view out windows. Why can't you give transfers to go from one bus to another, which is pretty much necessary to get across town? Suggestions for you: During early and late afternoon rush hours, keep the large buses on routes. From 10 am until maybe 4 pm, use the shorter smaller buses on same time schedule, and then again after rush hour and through the night until 7 am(?). There are not many people needing bus during days or at night, but we DO need to have access at all times. You could do this with ALL the lightly used daytime areas! Stop changing the schedules, and instead, leave them the same so we always KNOW when the bus will come. Makes it way easier to remember when the bus comes. This will save money on the silly rewrites of schedule every 3 months, and the book will be smaller. | Thank you for your comment will be shared with staff and consideration. |
| 305 | 12/20/2019 | Robin Bloomgarden | Comment form | 40 | Archie St and Elmira | Other | "I'm going to call 10 times if I need to. These changes for the #41 cannot go through. I know 20 people down here who this will not work for. I don't want to fill out a form and I don't think the people down here will either, that's why they told me to call. Just put me down as "Lansby Apartments." | Thank you for your comment will be shared with staff and consideration. |
| 306 | 11/26/2019 | "Lansby Apartments" | CSC | 41 | N/A | Discontinuation of Route | 1) The proposed new routes will increase the distance I need to walk to catch the bus 2 - 3 times as much. Going into and coming back from downtown. 2) If I want to take the bus to the shopping center at Royal & Danebo, I will have to walk quite a bit farther - almost a mile - or take 2 buses. 3) I feel compelled to remind your planners that here in Western Oregon it rains quite a bit. This is marked increase in walking and standing in the rain, not to mention snow and ice. | Thank you for your comment will be shared with staff and consideration. |
| 307 | 12/17/2019 | Jeff Rosemeyer | Comment form | 41 | Concord & Jacobs to Downtown | Discontinuation of Route | I have submitted this form in writing. It will be harder to catch the bus from where I live and the ride in or out bound will take longer. I have a more general question which I would like you to provide data about. I question the assumption that concentrating expansion of trunk routes to the detriment of "neighborhood" routes will result in persuading more people to switch from cars to buses. What is the data which indicates that will happen? What percent of current ridership, and past ridership over time, actually possess cars but opt to ride the bus. My perception, based on riding buses several times a week, is that the vast majority of my fellow riders either have no cars or cannot drive them. My guess is that the only things which will encourage current car drivers to switch to mass transit are: large increases in the price of gas, large increases in the cost of buying cars and large increases in the cost of registration and other fees involving use of cars. | Thank you for your comment will be shared with staff and consideration. |
| 308 | 1/15/2020 | Jere Rosemeyer | Comment form | 41 | Concord and Jacobs | Discontinuation of Route | I strongly oppose Route 41 (Barger/Commerce) being reduced yet again. A few years ago, the Ohio to Minnesota back to Barger portion was eliminated, then just his year the number of times the bus goes to the end of Greenhill (where my neighborhood is) has been cut. It is also potentially absurd that I must ride the bus down to Walmart and back up to Terry again before the bus goes west on Barger again to Greenhill and turns back eastbound on Barger at the roundabout. This makes for a 60 - 65 minute ride home and a 35 minute ride to Eugene Station. Now you are proposing cutting out all bus stops west of Terry on Barger. This is ridiculous, and it would mean a 1.2 minute walk to a stop on Terry or Berger east of Terry. This is not doable for the elderly, or when it is pouring rain, blazing hear, snow or icy, or in the dark. One of the reasons I moved out here was because I was on the bus line. Buses are mass transit, i.e. transportation available to the masses. Concentrating only on EmX is not really mass transit, as you need a car or some way to get to the EmX corridors. The city needs buses that reach into the neighborhoods and take people to Eugene or the EmX stations. Many people do not have cars and/or are handicapped. What are they to do? I propose a bus for Barger, a bus for Royal and a bus for Terry & Danebo. These buses would restore some older routes into the neighborhoods and create new ones as well. Hybrid or electric buses could be used for quieter passage through neighborhoods. If you create the infrastructure, it will be used. Another recession is coming which would create ridership. Loss of ridership is a natural consequence of elimination of routes, more buses everywhere is more feasible for the future not more EmX routes. | Thank you for your comment will be shared with staff and consideration. |
| 309 | 2/10/2020 | Linda Graham | Comment form | 41 | Barger | Discontinuation of Route | My granddaughter who attends UO takes this bus to visit me every week. This new route would increase the distance she has to walk at night, not to mention being held up by the train at 4 corners. | Thank you for your comment will be shared with staff and consideration. |
| 310 | 12/17/2019 | Lois Enman | Comment form | 41 | Hwy 99 & Avalon | Discontinuation of Route | I am a 74 senior with mobility problems. Are you guys out of your GD mind? It's bad enough that you discontinued the 43 that went to Fred Meyers, Walmart, Target. Now I have to walk two blocks to catch the 41 or EmX and take two buses instead of one. If I have to walk even more because you are making it "easier" it makes it more difficult -what do you have against seniors? This is ridiculous and pisses me off. Excuse the language. it's the idea of you changing the 41. At least I only had to walk two blocks to catch the 41 then catch the EmX to go to Fred Meyers. If you eliminate the 41, what the hell am I going to do? I hear you got a lot of complaints and rightfully so. This is ridiculous. Why are you trying to stop a good thing? It's not as good as you use to have it before, at least it is manageable. My god, I am so tired off about this. Well that's my rant for the day. | Thank you for your comment will be shared with staff and consideration. |
| 311 | 12/23/2019 | N/A | Comment form | 41 | Various | Discontinuation of Route | Keep it the same | Thank you for your comment will be shared with staff and consideration. |
| 312 | 12/17/2019 | Sandy Eaves | Comment form | 41 | Jacobs | Discontinuation of Route | There are quite a few people I am representing about 12 other people who would be very inconvenienced by a change to bus service. | Thank you for your comment will be shared with staff and consideration. |
| 313 | 11/15/2019 | Cathy Feely | Comment form | 51 | River Road, usually at the stop near Howard | Other | instead of traveling along first street, which is heavily clogged with passthrough traffic during the morning and evening commutes and where only one or two people get on or off the bus occasionally, it would be much more beneficial to me to have the route flow down 5t street or even 6th street where I could stop at the Bruns Apple Market to pick up something for dinner and with more regular service, get back on the bus in time to actually make what I picked up for dinner. There is no reason for service along first street, its not highly used and is only a few blocks away from 5th street. The tradeoff for more regular service is a no brainer. | Thank you for your comment will be shared with staff and consideration. |
| 314 | 12/27/2019 | Karen Hancock | Comment form | 51 | Charnelton and 8th Avenue | Discontinuation of Route | I am asking that LTD reconsider the more recent changes tot he #51 route. Please bring the #41 back to 5th Avenue and the Whiteaker. These two areas are in a stage of development that requires more service, not less. Also, the Whiteaker needs bus service later at night to go back out to River Road. Please consider putting a stop at Charnelton & 8th Ave. On all other matters, I love the LTD bus service in Eugene. It's always a pleasure taking the bus, and I do use it a lot. Don't own a car. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 316 | 2/25/2020 | Leonard Hockley | comment form | 51 | Transit Tomorrow | Discontinuation of Route | We would lose #51 and make it a 3/4 mile walk to a bus stop for many income challenge riders. Compromise - take one #50 every 15 minutes and turn it into a #51 every hour. Fifth Avenue only would lose one out of four buses and we would not lose the # 51 riders. | Thank you for your comment will be shared with staff and consideration. |
| 317 | 2/25/2020 | Phillis Hoely | comment form | 51 | Transit Tomorrow | Discontinuation of Route | Losing 51 would make it almost a mile for us , we live on Adams by the river. We are in a big apartment complex so will affect a lot of people. | Thank you for your comment will be shared with staff and consideration. |
| 318 | 12/6/2019 | Elaine Yost | Comment form | 52 | River Rod | Discontinuation of Route | This will make my life for difficult. | Thank you for your comment will be shared with staff and consideration. |
| 319 | 12/17/2019 | Elaine Yost | Comment form | 52 | N/A | Discontinuation of Route | This will make my commute more difficult. | Thank you for your comment will be shared with staff and consideration. |
| 320 | | April Kimmel | Phone Call | 55 | River Road | Discontinuation of Route | I am a mother with children who use the 55 from the North Park store to go to school, school events, and doctors appointments. This would provide undue hardship on my children being able to get to school and activities outside of school hours. Walkability in this neighborhood is not good. No sidewalks and over a mile to get to River Road. Please continue to provide service in my neighborhood. | Thank you for your comment will be shared with staff and consideration. |
| 321 | 3/11/2020 | Carol Wentz | Email | 55 | River Road | Discontinuation of Route | I understand that the 55 bus will be eliminated. There are people with disabilities that depend on this bus. If this bus route is eliminated, people with disabilities will have to walk over 1 mile to get a bus. That can be a burden for people with walkers and in wheel chairs. Here's a suggestion. Reroute either the 51 or 52 to detour off River Road and follow the 55 route through the River Road District. It makes no sense to have both the 51 and 52 travel River Road and bypass the residents that live in the River Road District which also includes parts of Eugene. There is more development happening in this area so public transportation is becoming more important. Any thoughts or considerations? | Thank you for your comment will be shared with staff and consideration. |
| 322 | 12/9/2019 | Diana Gray | Comment form | 55 | Park | Discontinuation of Route | If the 55 changes routes, many students will no longer be able to make it to school. Many elderly who ride the bus every day to get to appointments or visit out of the house will be stuck at home if the change happens. | Thank you for your comment will be shared with staff and consideration. |
| 323 | 11/20/2019 | Estela Ramirez | In Person | 55 | North Park Ave. | Discontinuation of Route | She stated that she would like us to keep operating Route 55 because it helps her to get to work. If we remove service she will have to walk almost a mile in the dark. She cited safety concerns with lack of sidewalks and the potential for crime. Route 55 is important for her to be able to get to her job on time. She stated that there are many Latino residents who rely on the bus in her neighborhood. | Thank you for your comment will be shared with staff and consideration. |
| 324 | 1/17/2020 | Evelyn Taylor | Email | 55 | Emerald Park area | Discontinuation of Route | I wanted to say your bus route elimination of Route 55 now cuts off rider access to Emerald Park. You had earlier made it more difficult by eliminating the route in front of it. Now you'll have to walk from River Road. It's ludicrous and you'll have a hard time convincing anyone this has anything to do with anything but money. | Thank you for your comment will be shared with staff and consideration. |
| 325 | 2/6/2020 | J Gall | Email | 55 | North Eugene High School | Discontinuation of Route | The 55 serves people around Maxwell and Park Ave. There is a new housing development about to open near that route. And North Eugene High is on that route. Canceling the 55 will leave many without access to their work, school and shopping. Additionally, there are few sidewalks in some of the side streets. PLEASE do not eliminate the 55. | Thank you for your comment will be shared with staff and consideration. |
| 326 | 3/6/2020 | Jeannie Callaway | Comment form | 55 | Park Ave / Park Terrace | Discontinuation of Route | Way less convenient. I have ridden this bus for more than 5 years and rely on it to get me to work and home. I also use it to go grocery shopping, doctor's visits, pharmacy, etc. In the past year I have seen more than double the riders that are elderly and/or disabled or wheelchair bound. We are the taxpayers whom pay for these services and it would be HORRIBLE to take this independence away from folks that truly need this service. | Thank you for your comment will be shared with staff and consideration. |
| 327 | 2/6/2020 | Jennifer Miley | Email | 55 | River Road | Discontinuation of Route | Removing the 55 route will strand hundreds of low income people. The walk to the 52 route is at least a mile and will make the trip effectively impossible for people with limited mobility or mental capacity, of which there are at least a dozen regular, morning riders. This is in no way "equity" as claimed by the promotional material. It would be the same as the postal service deciding they will no longer deliver to rural routes or the public school system deciding that it doesn't make sense to educate low income children because "the payoff isn't there". This route serves a mobile home park, a dozen Section 8 housing units, some transitional housing, and will soon be serving a new apartment complex. You will be effectively forcing these residents to move to continue to get to work and to access anything beyond the corner bodega for groceries. I urge you to reconsider this plan. | Thank you for your comment will be shared with staff and consideration. |
| 328 | 1/29/2020 | Judy Gall | Email | 55 | Park Avenue | Discontinuation of Route | I'm weighing in on the possible cancellation of the bus routes. Without the 55, I will have to walk on a street with no sidewalks for about a mile. That walk takes 20-30 min Currently, I have a 10 minute walk to the Park Avenue stop. Eliminating the 55 will not only be inconvenient for myself, but others in this area. If LTD seriously wants to enhance ridership, please do not forget routes that service those of us who live in outlying areas. | Thank you for your comment will be shared with staff and consideration. |
| 329 | 2/5/2020 | Kathy Grimwood | Email | 55 | River Road | Discontinuation of Route | I don't know that I can attend the meeting because it is at night. I can easily take the 55 to get there, but the 51 home means a one mile walk in the dark along a street with no sidewalks. So being out at night is always something I weigh out carefully. But this matters. In a time where people are struggling, more struggling is so defeating. I urge you not to drop the routes. I do feel bad that the buses are not fuller. I love the new scan on my phone AND I do appreciate our public transportation. I hope you find an alternative to cutting routes. I do want to thank you for the service! | Thank you for your comment will be shared with staff and consideration. |
| 330 | 12/5/2019 | Lin Woodrich | Email | 55 | Santa Clara | Discontinuation of Route | Nextdoor had a post titled "Save Bus Route 55" it said, "We need all your help. LTD is doing away with the 55 bus. Anyone that does ride or may ride the bus in that neighborhood needs this bus. My daughter rides it to and from school as she doesn't currently drive. My 83 year old mother also uses this bus for all her transportation. If you can and will, please get one of the papers from a bus driver or rider, sign it, and send it in. Please help us save the 55." Please work this Route 55 back in to your Transit Tomorrow plan! Thank you for your consideration | Thank you for your comment will be shared with staff and consideration. |
| 331 | 2/10/2020 | Louis Wentz | Email | 55 | River Road | Discontinuation of Route | Please let this e-mail serve as my public comment about the proposed discontinuation of the Rt. 55 bus line that skirts the western edge of the River Road neighborhood. With 106 new apartments to come on line shortly along N. Park and Maxwell plus the existing ridership, urge you to continue servicing the existing bus route. Seniors (of which I am one) and disabled persons really have no option except expensive taxi service in this part of town. If you must, cut back the frequency or reduce the size of the transport vehicle, but eliminating service will be a hardship to those who could afford it least. | Thank you for your comment will be shared with staff and consideration. |
| 332 | 12/10/2019 | N/A | phone call | 55 | Emerald Park area | Discontinuation of Route | People already have to walk a long ways to Emerald Park and now they will have to walk further since Route 55 is being removed. | Thank you for your comment will be shared with staff and consideration. |
| 333 | 2/7/2020 | N/A | Email | 55 | Hatton & North Park | Discontinuation of Route | The 55 bus already doesn't run on weekends and nights, which is a problem. Cutting the route entirely with out a replacement is going to mess up peoples' lives There's a single mom with cerebral palsy, in a motorized chair, who takes the 55 to and from her home almost daily, for her son's school and groceries, and doctor appointments. It's the only bus that comes by her house; what will she do? I am a single mom of 2 small kids. I came to this town isolated in an abusive relationship so I am alone here, I don't have friends and family to give me rides. I am autistic and I don't know if I can ever learn to drive. I live on Hatton and North Park, the 55 is the only bus near me. It's around a mile to th nearest 51 & 52 bus stops. We can't always just walk to River Road, that's a long walk for little legs, I can no longer fit groceries and my children in a stroller so essentially removing this route removes our access to food. Carrying them and groceries the long distances from the nearest grocery stores, on the days the bus already doesn't run, has completely destroyed every stroller I have owned. On very hot days the walk from my house to the nearest bus stop or store is awful, there is no shade on the road with sidewalk, there is no sidewalk on the road with shade. On very rainy days neither are an option. I have more neighbors that are disabled or single parents who rely on the bus, what will they do? | Thank you for your comment will be shared with staff and consideration. |
| 334 | 2/5/2020 | Robert Morrissey | Email | 55 | River Road | Discontinuation of Route | I heard that Route 55 was under review with the possibility to be removed, so I wanted to express my concern because it is an important route to downtown and the university for myself and many others in the neighborhood. Access to the route on River Road is not readily accessible for most people on the western edge of the neighborhood. There is also some low-income housing nearby with new apartments being constructed on N Park Ave, for whom the bus may be their only means of transportation for many residents. Please consider maintaining this route. | Thank you for your comment will be shared with staff and consideration. |
| 335 | 3/6/2020 | | Comment form | 66 | Goodpasture Island | Discontinuation of Route | I only ride once in a while, but I house foreign students who ride multiple times daily from the outskirts to UO. This will not impact my students but other route moves would affect other students | Thank you for your comment will be shared with staff and consideration. |
| 336 | 12/11/2019 | Amanda Thompson | Comment form | 73 | 46th and Willamette | Other | It is important to those of us deep in the south hills to have a direct, quick, and efficient route to University of Oregon, where parking is sparse and traffic is already congested. | Thank you for your comment will be shared with staff and consideration. |
| 337 | 2/6/2020 | Aviv Kirtner | Email | 73 | UO/Willamette | Discontinuation of Route | I use the bus regularly to go to SE Eugene and the UO and most of the times I have taken it, it has been crowded. Without this route, I will have no way to get to school unless I walk for ten-fifteen minutes before catching a different bus. I depend on the 73 to get where I need to go because I cannot afford to pay the UO Parking. | Thank you for your comment will be shared with staff and consideration. |
| 338 | 1/14/2020 | Heidi von Revensberg | Email | 73 | 40th & Pearl | Discontinuation of Route | I'm blind and advocating that you keep the #73 route in south Eugene. The #73 has a stop near my home at 40th and Pearl. #73 is my only direct route from my home to my work at the University of Oregon. It is also my only direct route to Amazon park where the City of Eugene's Adaptive Recreation Program and voting ballot box are located. I could take the #24 at 40th and Donald to downtown Eugene and transfer or debus near 18th and Willamette and walk the several blocks to campus. But, quite frankly, I don't feel safe downtown. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 339 | 1/31/2020 | IyoLu Frawley | Email | 73 | South Eugene | Discontinuation of Route | I recently heard that there was talk of cancelling the 73, and other bus routes servicing South Eugene. Is this true ? Please, please, please keep the buses, we use them all the time. | Thank you for your comment will be shared with staff and consideration. |
| 340 | 11/24/2019 | Jeffrey Chen | Comment form | 73 | 39th and Willamette | Discontinuation of Route | this will affect many students in the south Eugene district | Thank you for your comment will be shared with staff and consideration. |
| 341 | 3/11/2020 | Karen Johnson | comment form | 73 | Donald and Fox Hollow | Discontinuation of Route | I am a rider and have been for many years. I rely on my main bus 73 but have also used all the buses and EmX to get around town. Did you know a route to cover Donald and Fox Hollow (73 or 24 currently) was a key element to the low income housing that the city established at that area? There are many students and working families in the housing and apartments in that location that will be negatively affected. I've ridden the buses for over 15 years from this route and know it is a critical access to SEHS and Roosevelt students getting to school. Plus the many UO students who pick up the bus from Spencer View housing. I am disappointed that LTD is just dropping coverage for those on routes in South Eugene rather than installing a system at least of "morning commute" or "after school commute" routes. The 73 currently has time it doesn't run, perhaps you can still keep routes for those most busy times to shuttle folks to school and work? I'm disappointed in this plan after so many years of bragging about the excellent service and access LTD has provided. I hope you actually listen to the riders and continue to serve all of the community who have supported LTD over the decades. Dropping these routes will do more damage to public support for transit than benefit LTD for future expansion. | Thank you for your comment will be shared with staff and consideration. |
| 342 | 1/23/2020 | Lanie Millar | Comment form | 73 | Close to 29th @ Willamette and UO station | Discontinuation of Route | It is very hard to tell from the proposed new system map whether the changes would affect my commute. I would like to be able to see a route-by-route map to be able to figure this out. Currently, having a bus that goes directly from the closest stop to my house (29th @ Willamette) to my place of work (UO campus) allows my family to have one car and an easy and fast commute for both my husband and me. When our infant daughter starts daycare in a few months, one of us will be able to take her to daycare and then go to work while the other takes the bus to and from work. I cannot tell whether the proposed new Route 20 as a replacement for the current Route 73 would add significant time to our commute by going through downtown. If it adds significant time, we would likely stop relying on the bus for our commute. I am very happy with the current Route 73 service—our entire work schedules are organized around the Route 73 schedule. | Thank you for your comment will be shared with staff and consideration. |
| 343 | 12/9/2019 | Mark Unno | Comment form | 73 | 38th and Willamette University of Oregon | Discontinuation of Route | It is not completely clear from the available diagrams, but it looks like 73 will be replaced by 20, and 20 will not go all the way to the UO 1. There are a disproportionately large number of commuters from South Eugene (south of 32nd) who commute to the UO using the 73 bus. Loss of the route will make it extremely difficult to reach the UO. The UO may stop subsidizing LTD for this reason. 2. The City Planning department of the City of Eugene is increasingly moving towards higher density residential zoning and encouraging public transit taking, without which there will be unreasonable traffic congestion. Why would LTD cut back on routes at the same time that there will no doubt be greater need of mass transit, with LTD the only option? 3. South Eugene is a rapidly aging population. Bicycle and auto transport is extremely limited for this demographic. LTD is by far the best option for this aging demographic. Why would LTD cut service to its most needed demographic? | Thank you for your comment will be shared with staff and consideration. |
| 344 | 2/6/2020 | Ruth Kirtner | Email | 73 | UO/Willamette | Discontinuation of Route | I am dependent on #73. It is always full when I ride and it is unclear to me how you think removing this route in order to provide more coverage elsewhere is beneficial to me or anyone else who lives in southeast Eugene. Your plan would leave us without public transportation. | Thank you for your comment will be shared with staff and consideration. |
| 345 | 1/15/2020 | Sonja Boos | email | 73 | Willamette to Hilyard | Discontinuation of Route | I am writing to let you know that the proposed plan does not work for our family. We make daily use of the 73 line to get from our house in South Eugene to campus (myself) and to Roosevelt Middle School (my kids). If the 73 line gets shifted from Willamette to Hilyard, we will no longer be able to take the bus to work and school. The bus stop would simply be too far away from our house on Crest Drive. Please don't cut lines and service to our South Hills community. Our kids depend on the bus, as biking is too dangerous (there are no bike lanes). We adults also depend on the bus because parking on campus is too expensive. Please let me know if you have any questions. I can be reached at 440 822 8892. | Thank you for your comment will be shared with staff and consideration. |
| 346 | 12/10/2019 | Stephanie Midkiff | Comment form | 73 | 40th and Donald | Discontinuation of Route | Actually commenting on behalf of a friend who is blind and catches the 73 bus to get to work at UO. She catches it at 40th and Donald, I believe. The new 20 route would require that she go downtown and transfer. When she and her mom bought their house about 5 years ago, they remarked on how convenient that location was because it had good bus service for her needs, so they were looking toward the future as her mother is getting up in years and cannot always take my friend to work. | Thank you for your comment will be shared with staff and consideration. |
| 347 | 3/6/2020 | Susan Urshan | Comment form | 73 | YMCA | Discontinuation of Route | The #73 bus removal would make it very difficult to get to the YMCA on Hilyard. I have 3 friends who live off Willamette and 40th who depend on #73 to go to the Y and also as a connector to the #24 bus. Please save a bus that would continue service to YWCA and more stops. | Thank you for your comment will be shared with staff and consideration. |
| 348 | 2/27/2020 | Alison Hake | Email | 78 | UO | Discontinuation of Route | I was informed there was a possibility that route 78 was going to be taken offline. I believe there is a public hearing this evening but unfortunately I am unable to attend to make my voice heard. I wanted to make my voice known in some way and also speak for the others who ride the 78 that may not be aware of this situation. I take the bus daily M-F to and from my job at the University of Oregon. As I'm sure you may be aware, parking there is a major issue so public transportation that routes directly to UO is extremely important for alleviating some of that pressure. On my morning commute there are generally between 15-20 people on the bus (at least) that get off at UO, and there are also always a good number of high school students that get off at the high school around 18th and Willamette. Eliminating this route would be a big inconvenience (at least) for me and these other folks, and possibly a major hindrance (at worst) for access to our jobs and school. I suppose the proposed alternative solution for me would be to take the 36 to EMX. The issue for me here is that this route takes the commute on the 78 which is 15 minutes, to a 45+ minute ride on an overcrowded and smelly EMX bus. The EMX is a very popular option for the transient population in Eugene as there are barely ever fare-enforcement employees on EMX, so they get free rides across town all day long. It feels dirty, unhygienic, and in some cases, unsafe. There is a gentleman that rides the 78 bus quite frequently on my route who is blind, and I imagine finding a new mode of transportation would be even more tricky and frustrating for him. I really don't know what the reason is for wanting to eliminate this route, but as I type this on my commute home, there are 8 other folks commuting home from work at UO as well. What is our solution if this route goes away? Riding my bike during the winter months in the dark mornings and dark evenings isn't something I feel safe doing. For others that live further away, it's not even a very viable option. I will likely need to start driving to and from work again should route 78 be eliminated. Some won't have that option. I could understand eliminating some of the times mid-day (from 10-2 or so) and mainly try to accommodate the commuters and students, but eliminating it altogether would be a huge disservice to the Jefferson-Westside neighborhood. It also feels worth mentioning that a few months ago I emailed asking to ADD times to this route (earlier in the morning) for those who need to get across town quickly earlier in the day. No one ever responded to that message. | Thank you for your comment will be shared with staff and consideration. |
| 349 | 2/13/2020 | Elaine Pruett | Email | 78 | West Eugene / UO | Discontinuation of Route | I am writing to protest the elimination of route 78, which travels between the U of O and west Eugene. I ride this route often, and am very disheartened to read about the planned elimination of this route. I am often accompanied by students going to class and I wonder that this route was chosen for the chop. Please reconsider your decision on this route. I volunteer at the U of O Art Museum, and parking there is expensive and difficult. The 78 bus takes me right where I need to be. | Thank you for your comment will be shared with staff and consideration. |
| 350 | 11/8/2019 | John Bundy | phone | 78 | Wilshire and Warren | Discontinuation of Route | Blind customer - lives at the end of Wilshire and Warren and works at 13th and High - my issue is that I need to get to work and home and I use this bus to get me there. Also concerned about Route 28 as I plan on living there in the future because the bus can take me where I need to go. | Thank you for your comment will be shared with staff and consideration. |
| 351 | 2/10/2020 | Marie Vitulli | Comment form | 78 | Friendly Neighborhood | Discontinuation of Route | Do not abandon our routes and go more to EmX routing. EmX routes do not go to where I need to go. I'd like to see more creative solutions - smaller buses, maybe electric, running more frequently. Help us reduce our carbon footprint by preserving routes. | Thank you for your comment will be shared with staff and consideration. |
| 352 | 2/6/2020 | Marie Vitulli | Email | 78 | Friendly Neighborhood | Discontinuation of Route | I attended a meeting in the Friendly Area Neighborhood on January 23, 2020 to learn more about the proposed changes in LTD routes and service. Three LTD representatives attended that meeting, two men (the younger a planner named Andrew) and a woman. Not a single Board member attended the meeting. The women gave a Powerpoint presentation. The room was packed. Everyone who spoke talked about the hardships the proposal would cause if implemented. We were given no indication that a synopsis of speaker comments would be made available to the LTD Board. I was so discouraged by the tenure of the meeting and the lack of knowledge of the LTD reps. I am a 70 woman and I ride the 78 bus to the University of Oregon district. That bus is full in the morning and afternoon hours; it is less crowded in the middle of the day and there are fewer buses scheduled at that time. The schedule for that bus discourages UO riders since the buses do not arrive in time for UO people to make classes the majority of which meet on the hour. I learned that the 78 bus is proposed for elimination. What was even more disturbing was the news that virtually all buses in the south Eugene neighborhood are proposed for elimination. Parents and students reported about the difficulty to getting to school without the buses. The LTD reps replied that the school district would have to supply buses. How will the school district pay for this? Other riders including seniors reported that they aren't physically able to walk to proposed stops once their routes are eliminated. The younger LTD rep said the seniors could take RideSource. However, Andrew didn't know how RideSource operates. For many of us, RideSource is not a viable alternative to taking a regularly scheduled bus that operates in our neighborhood. I talked to various bus drivers who reported that they were not consulted about the proposal that chooses "ridership" over accessibility. An outside consulting firm with no knowledge of Lane County and our needs recommended overturning the decisions made in the past to preserve accessibility. I heard rumors that there is a push to create a Coburg Road EmX and that funds need to be diverted to that project. Do not abandon the local routes in favor of creating more EmX routes. Please be more creative in finding solutions that will preserve some of these routes as well as increasing the frequency of buses for some of the major routes. | Thank you for your comment will be shared with staff and consideration. |
| 353 | 2/20/2020 | N/A | Phone message | 78 | N/A | Discontinuation of Route | Caller states that the cancelation of route 78 is a bad idea and he is dissatisfied with LTD's decision. He uses that route to get to Fred Meyers for his prescriptions and groceries; he also goes to the UO. Whenever he's on the bus, he sees many elderly riders coming and going. This is a bad decision. | Thank you for your comment will be shared with staff and consideration. |
| 354 | 2/27/2020 | Nicole Codd | Email | 78 | Warren | Discontinuation of Route | I keep hearing about proposed changes to LTD routes that would eliminate my primary route (78), however I cannot find any info about these on your webpage. Could you please tell me where you are posting this information, along with any info on how the public might be able to give their opinion on route changes or eliminations? Thanks for your time and help, | Thank you for your comment will be shared with staff and consideration. |
| 355 | 2/10/2020 | Sarah Douglas | Comment form | 78 | Friendly Neighborhood | Discontinuation of Route | I need the bus to get me to UO from College Hill | Thank you for your comment will be shared with staff and consideration. |
| 356 | 12/6/2019 | Sharon Lindley | Comment form | 78 | Bailey Hill | Discontinuation of Route | You CAN'T eliminate bus 78 from the schedule. People need it dearly. How are we supposed to get our heavy things home from fred meyers on West 11th? I just took something home at 11:05 am and then I left again. I take it home Monday - Friday, 4:00, 4:30, 5:00, 5:38. I get to buy heavy things knowing I can take it on the bus. Please hear us. Thank you so much. Do not remove it. | Thank you for your comment will be shared with staff and consideration. |
| 357 | 2/10/2020 | Shuralee Salmon | Comment form | 78 | Warren/Wilshire | Discontinuation of Route | Riding the bus 10-12 years - unable to drive. Greatly affect my life. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 358 | 3/4/2020 | Sonja Nusser | Email | 78 | West Eugene | Discontinuation of Route | I'm a dual-enrollment student at Churchill High School and UO. I'm concerned about the elimination of Route 78 from the new route map. While I admit that route 78 isn't the most popular route, it's vital because it connects the West Eugene to the University. I need route 78 to be able to take college classes, because I don't have a car and depend completely on buses to travel around town. The EMX takes about half an hour more in transit time when you consider walking and time on the bus, and transferring from the 36 at Eugene station also takes prohibitively long. I already spend an hour per day on the bus getting to and from campus, and adding even a little bit of time to my commute adds up to be unmanageable. I'm worried that this long commute will make it impossible for me to take classes at the University next year, and I'm also worried that it'll add another barrier for future CHS students who want to take advanced classes. I'm also worried by the potential inequities this could amplify. The Churchill region is a mixture of middle and low-income households (with a few outliers), with CHS being the second poorest school in the district. As a student from Churchill, I've faced many barriers to accessing advanced classes that students from South haven't faced, so when I look at how South is directly connected on the route map to the UO I become understandably frustrated. Finally, as I spend a lot of time on the bus, I've noticed some common factors about the people around me. Many of my fellow riders in the afternoon are elders from Churchill Estates, the retirement community across the street from CHS. They depend on route 78 to access stores so they can do shopping and pick up prescriptions. In the evenings, the bus is packed with people who study and work at the UO but live in West Eugene. Some are students who live at home, and others are people who can't afford to live near campus due to the cost of a house. Taking away route 78 would make it much harder for all of these people. One last note-- depending upon how you measure ridership on buses, you may be miscounting people. The majority of people that ride route 78 are students which simply flash their ID, so if you're using fare money or touch pass to measure ridership, you're probably undercounting by a lot. So, what is the solution? I'll be the first to admit that route 78 doesn't have enough riders to justify service every 10 minutes, but I think it does have enough to justify maintaining current levels of service, once an hour. | Thank you for your comment will be shared with staff and consideration. |
| 359 | 2/27/2020 | Stephen Wooten | Email | 78 | 18th & Polk | Discontinuation of Route | I understand that there are discussions underway about possible route adjustments. I am writing to let you know that I am a faculty member at UO and that I am committed to low impact commuting and that I depend on route 78 to take me to and from work everyday. I'm not alone. My stop at 18th and Polk always has UO riders. Please don't mess with a good thing. Let's keep this working system in place. | Thank you for your comment will be shared with staff and consideration. |
| 360 | 2/10/2020 | | Comment form | 78 | Warren St | Discontinuation of Route | Family member not able to drive self without bus service someone would need to transport | Thank you for your comment will be shared with staff and consideration. |
| 361 | 3/5/2020 | Leslie Wright | Email | 81 | Harris Street | Discontinuation of Route | I do not drive at night, so am unable to come to your meeting to see what you are working on, nor hear about your proposed system nor be able to talk with you. My husband and I moved to our current location — 2560 Harris Street — in 1991. We have always biked to the University, but as we have aged — 79 and 83 — we feel blessed that we can walk to campus, three grocery stores, four if one counts Sundance. We can also walk to the Jane Sanders Stadium on campus for the softball games. However, it was a comfort to us, if we choose to stay in this house, that we were able to walk across the street and take the #81. If it were raining hard, if we'd recently had knee or back surgery, if we had jury duty and didn't want to deal with parking downtown, etc., we could ride the bus. Now you have taken that bus away. When I rode it to campus, there was a line to get on across the street. Many University staff and students would park in our block which was not 2 hour only and hop on the bus to ride to campus. It is, after all, a straight shot between the UO and LCC. If you want, as you say, to attract more riders, get cars off the roads and reduce pollution, please reinstate the 81 route which went down Harris. We will get to the age where we can still walk across the street, but not three plus blocks to get over to Hilyard. And I doubt it is as easy to park on Hilyard and catch the bus as it was to park on Harris. Please consider the elderly residents of the south University neighborhood — there are many of us — and current UO and LCC students — parking is non-existent on the UO campus — as you determine how to help the community with "easy-to-use, frequent buses." | Thank you for your comment will be shared with staff and consideration. |
| 362 | 10/21/2019 | Sharon Klein | phone | 81 | LCC Spring Blvd | Not serving Spring Blvd | She would like service to Spring Blvd in the Transit Tomorrow scenario, | Thank you for your comment will be shared with staff and consideration. |
| 363 | 11/11/2019 | Sharon Klein | Email | 81 | Spring Blvd Stop | Discontinuation of Service to Stop | Hi Don and Tom, I am concerned about the fate of bus #81 bus stop at Spring Blvd. 81 currently stops at the junction of 30th and Spring Blvd. Students of 4j at South Eugene High school rely on that stop for getting back and forth to school. As it is the students that live up here already have to walk a fair distance to catch the bus and as far as I'm concerned the service is inadequate. With the new plan LTD is planning to get rid of that stop all together. They will still run that route back and forth to LCC but no longer stop there. I am really outraged that this is in the plan. It is already difficult for students that live up here to get to high school, and the current bus only runs once an hour. I would like some representation and support about keeping this stop. I called LTD and what they told me is that because they are planning for the double bus and that it is too difficult for the bus to stop there. I propose that they do whatever they need to do to accommodate the stops on both sides of 30th just like they will do at the other stops that they plan on. I am steadfast on this and would appreciate any ideas you have to fight for this bus stop. I also think that there needs to be signs put up there on both sides to alert riders of the plan. It says on your website that that is the plan but I have not seen any info out there. It is not apparent that you plan on eliminating that stop and it has not gotten any attention. All the attention is on keeping route 28, which is also important, but that is leaving out other important issues. I would also like to know if you are in touch with 4j and that the information is getting out and that you realize the potential impacts to high school students and their families? Thanks for your help and looking forward to your response, Sharon | Thank you for your comment will be shared with staff and consideration. |
| 364 | 3/6/2020 | Judy Polk | Comment form | 1, 12, 18 | YaPoAh | Discontinuation of Route | Not "less convenient" but impossible. I became handicapped and am unable to drive. I wanted to die. I then found your bus system and enjoyed life again. I am unable to walk any further than our bus stop. You are now taking away my sense of independence! | Thank you for your comment will be shared with staff and consideration. |
| 365 | 3/6/2020 | Barb Prince | Comment form | 1, 12, 24 | YaPoAh | Discontinuation of Route | Seniors at YaPoAh and Parkview Terrace need the current stops (#1). Also many disabled and seniors shop for groceries and are unable to walk for 2 blocks! | Thank you for your comment will be shared with staff and consideration. |
| 366 | 3/6/2020 | Benette Rauch | Comment form | 1, 12, EmX | Eugene Station | N/A | Please consider mini-buses or regular buses on main arterials at least until 1:00 a.m. for the night hawks. | Thank you for your comment will be shared with staff and consideration. |
| 367 | 3/6/2020 | John Torzilli | Comment form | 1, 13, 40 | YaPoAh | Discontinuation of Route | I am 80 years old, and with arthritis. I cannot afford to buy a car, nor maintain its upkeep. My friends who have cars have their own schedules and responsibilities, and can rarely offer me a ride. Therefore, I need the bus for all trips outside my immediate downtown area. The #1, which stops just outside my building and connects me to the downtown terminal is fundamental to my daily life. Dozens of seniors in my building (YaPhAh), as well as Parkview and Campbell Senior Center, depend on the #1 for daily transportation. Add additional stops to the route, if eliminate the #1. | Thank you for your comment will be shared with staff and consideration. |
| 368 | 1/13/2020 | Jodi Rodriguez | Comment form | 1, 24 | Campbell Center | Discontinuation of Route | If the 1 Campbell Center bus gets taken out where will I catch a bus to Eugene Station from my Apartment across the street from the Campbell Center? | Thank you for your comment will be shared with staff and consideration. |
| 369 | 2/10/2020 | Elaine Leland | Comment form | 1, 78 | Downtown | Other | Friendly Neighborhood Association | Thank you for your comment will be shared with staff and consideration. |
| 370 | 3/6/2020 | Bill O'Brien | Comment form | 1, 98 | Campbell Community Center | Discontinuation of Route | I am so glad you expanded the 98 Cottage Grove bus where it runs through town. This saves me an hour walk. I hope you can expand bus service to Corvallis and along 15 that is a big wish. I hope you keep the us that goes to Campbell Senior Center. There is a rumor of changes. | Thank you for your comment will be shared with staff and consideration. |
| 371 | 1/20/2020 | Donald Chamberlain | Comment form | 11, EmX | 69th and Main | Other | I currently use the bus because I am partially disabled and can't drive. I take the bus to work every day at 6pm and work a graveyard shift which ends at 330am. I've done this walk from Main Street to industrial ave. For several years. It's really hard for me to use the bus system to get home every day. Graveyard shift is an actual thing in which I believe it would skyrocket revenue if LTD accommodated this entire shift that must always find other means of transportation by adding a few extra hours on just a select few major routes. I hate never having a dependable ride home every night along with 9 other employees I work with who use public transportation in there every day life. Wouldn't mind seeing a rural route to marcola twice a day. That would be awesome too.. but mainly just a later run time would even be an amazing step in the right direction. I've lived here all my life and worked graveyard for 17 years. Thank you for reading my request. | Thank you for your comment will be shared with staff and consideration. |
| 372 | 11/19/2019 | N/A | Phone | 12, 13 | Harlow Road | Discontinuation of Route | Closing Harlow Road Route - so many seniors and disabled citizens use that route; you will be creating such a hardship for them. Please reconsider closing down that route. It's a terrible thought to take away something from the people in the area that rely on it to get to appointments and such. | Thank you for your comment will be shared with staff and consideration. |
| 373 | 11/19/2019 | Ben Carter | Phone | 12, 13 & 18 | Harlow Road | Discontinuation of Route | Ben is disabled and wanted to let us know that the discontinuation of Routes 12, 13, & 18 would make it impossible to be as independent as he currently is. He uses the bus to get everywhere so he doesn't have to rely on his parents. He goes to work in Downtown Eugene every Monday - Friday and he doesn't think he'd be able to do that if we took away the routes that get him to and from downtown. | Thank you for your comment will be shared with staff and consideration. |
| 374 | 11/19/2019 | Jane Carter | Phone | 12, 13, & 18 | Harlow Road | Discontinuation of Route | Ben relies on the bus for work. He has disabilities that require him to use a wheelchair. Jane stated that she understands the process but wanted to advocate for people with disabilities, because their voices are often not as loud in conversations like this. She noted that while they live close to Coburg Road, her son would require travel training to access stops there. She also noted that Coburg Road is a much more dangerous street and she thought that access there would be more difficult. | Thank you for your comment will be shared with staff and consideration. |
| 375 | 2/10/2020 | Andrew Ross | Comment form | 12, 28, 1 | Harlow | Discontinuation of Route | Fallacies: 1) Ridership/Coverage is a continuum, not a binary 2) If focused on jobs, where more jobs are 9 - 5, it does not increase ridership to add more buses between peak use times and remove them from other areas such that ridership ends in those areas 3) How is it that "no access" remains at 9% when routes are cut. | Thank you for your comment will be shared with staff and consideration. |
| 376 | 2/10/2020 | David Reed | Comment form | 12, 55 | Harlow and North Eugene | Discontinuation of Route | My main concerns are the 3 "bubbles" across North Eugene - Santa Clara, Cal Young, and Harlow - Populated areas where those in the center will have (or currently have) to walk a long way to bus lines. I know you are looking at cutting lines, not adding them, but I'd love you to consider a new, hourly route to replace the 12 which would also travel down Cal Young. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 377 | 1/4/2020 | Paul von der Mehden | Comment form | 12, 61, 62 | Harlow Rd/Ascot | Discontinuation of Route | Without the #12, I have to walk a 1/2 mile to Coburg Road or Gateway in Springfield. | Thank you for your comment will be shared with staff and consideration. |
| 378 | 12/16/2019 | N/A | Comment form | 12, 66, 67 | Oakway & Willakenzie n Harlow & Bar M | Discontinuation of Route | Leaving Harlow totally unserved and Willakenzie as well unserved; you're leaving too large of an area unserved! Walking further for more frequent service will not serve the community for the better. Low income seniors will be negatively affected. Please reconsider as Winco maybe moving into the area effecting potential ridership by those planned under-served areas! | Thank you for your comment will be shared with staff and consideration. |
| 379 | 1/15/2020 | Nick Dikas | Comment form | 12, EmX | Harlow at Van Duyn / Harlow at Sunshine Acres | Discontinuation of Route | My wife and I live in Harlow. My wife currently uses the 12 every day but will soon bike to work for reasons unrelated to this change and just use it a few times a week. I already bike and use the 12 a few times a week. I am aware that LTD will be meeting with our neighborhood association soon and their position is that the 12 line should be preserved. I disagree. We are sad to see the 12 go, but thrilled to see that in its place we will get every-15-minute service on Coburg Rd. This will make it possible to use the bus without serious planning and/or waiting. It will also make it much easier to transfer from other lines without long waits. We are big fans of transit for emissions and quality of life reasons, and this change helps because more people will ride the bus. Now the city must expand equitable bike and scooter share programs to help people get to Coburg Rd quickly and easily. In an ideal world we would keep the 12 AND get more frequent service, but at present must choose. | Thank you for your comment will be shared with staff and consideration. |
| 380 | 11/25/2019 | N/A | Comment form | 12, EmX, 11 | Gateway Mall; Oakway Center | Discontinuation of Route | Cutting the #12's current route means adding a lot of time to my commute. I live in the Gateway area, and can get to the Eugene Station in about 20-30 minutes with the #12. Without it, the closest route for me is the EMX, and it can take anywhere between 40 minutes to an hour to get me to the same destination. I wish you would add more connections between the two cities instead of taking them away. | Thank you for your comment will be shared with staff and consideration. |
| 381 | 1/14/2020 | Kathy Torvik | Comment form | 12, EmX, 82 | Harlow and Sunshine Acres | Discontinuation of Route | The proposed changes would have a radical impact on those living far from major arterials. For those without cars, who may be disabled or unable to walk long distances carrying bags, etc., it is more than an inconvenience. It's life-altering. I live in the middle of the Harlow neighborhood & the #12 bus is critical to this area! Critical to access downtown Eugene & Springfield. Having a nearby busline is necessary for the international students I host who ride this route daily to get to UO and larger community via downtown. It may mean that many of these students won't be able to live here due to safety and lack of transportation to the University. I speak for them. This route was absolutely critical to me when I broke my shoulder & couldn't drive for most of last summer. It was my lifeline to downtown, work at LCC & medical appts. at Riverbend. This route needs improvement in connections and access to Riverbend Hospital, not elimination!! Do not eliminate the #12 bus route! | Thank you for your comment will be shared with staff and consideration. |
| 382 | 1/5/2020 | Devon Gregory | Comment form | 13, 67, 66 | Martin Luther King Jr. Blvd | Support | I think making changes is good for the community and helps with the congestion on the street. | Thank you for your comment will be shared with staff and consideration. |
| 383 | 12/2/2019 | Deborah | Comment form | 17, 11, EmX | 5th and V street | Discontinuation of Route | I'd have to walk half a mile just to get to the nearest bus? BOO. | Thank you for your comment will be shared with staff and consideration. |
| 384 | 2/25/2020 | Dayel Chapman | comment form | 17, 28 | Transit Tomorrow | Discontinuation of Route | Currently she uses the #17 to go home; she lives at 1359 Lawndridge Avenue. This would make her have to walk farther. She has a foot injury, recently had a surgery. New 20 (28) gets her where she needs to go, but doesn't serve UO. She takes kids from S Eugene to the museum on Fridays. | Thank you for your comment will be shared with staff and consideration. |
| 385 | 12/3/2019 | Holly | Comment form | 17, EmX | 5th & V st. | Discontinuation of Route | Cutting off Hayden Bridge isolates a lot of residential area. I can walk 20-30 minutes to the nearest stop (Q St.) but some people may not be so lucky. | Thank you for your comment will be shared with staff and consideration. |
| 386 | 1/12/2020 | Melissa Eason | Comment form | 17, EmX | The stop just North of Fred Meyer on the outgoing trip. | Discontinuation of Route | I agree that some of the less traveled routes need to be adjusted, but I think this move is premature. I think you should gather detailed ridership data using the TouchPass system for at least a year before deciding what changes are needed. | Thank you for your comment will be shared with staff and consideration. |
| 387 | 12/6/2019 | N/A | Comment form | 24, 13 | 28th and Willamette | Support | We need later bus service on Sundays! Yea! | Thank you for your comment will be shared with staff and consideration. |
| 388 | 1/17/2020 | Alis Gardner | Comment form | 24, 2, 36 | 40th and Donald, 18th and Oak, 18th and Willamette | Discontinuation of Route | This will completely disrupt my work commute by making it even lengthier and less efficient. I am very low income and depend on this route heavily. We don't need smart phone scanners and usb chargers, we need lower fares and better service. | Thank you for your comment will be shared with staff and consideration. |
| 389 | 11/12/2019 | N/A | Comment form | 24, 27 | 48th & Donald, 26th & Augusta | Discontinuation of Route | The proposed change will eliminate an entire bus route and a half that I ride, and it will force me to walk many more miles than I already do to catch the bus. In addition to this unjust proposal, it is a safety hazard for those of us who often have to commute in the dark. | Thank you for your comment will be shared with staff and consideration. |
| 390 | 2/10/2020 | Lil Frey | Comment form | 24, 27, 73 | South Eugene | Discontinuation of Route | I'm moving downtown because of the routes already being inadequate. For kids, elderly folks with homes, they can't move from, this will be devastating. Every morning and afternoon the 24 & 73 are packed. For me, living in the Fox Hollow Area, when I didn't have a bus pass, it kept me from being active in the community. Not everyone can live downtown. Buses create community, and cutting routes is isolating to poor, disabled, elderly people - people who need to be at the table! | Thank you for your comment will be shared with staff and consideration. |
| 391 | 10/20/2019 | Daniel Wilson | e-mail to Josh Skov | 24, 28 | Southeast Neighborhood | Discontinuation of Route | I am writing to express my concern about proposed changes to bus lines in SE Eugene. I know LTD needs to balance competing needs to stay solvent, but I utilize the 24 and 28 lines as a part of my daily commute in the winter and it's too dangerous to share the road with car traffic. I am also concerned about my young children's future abilities to get to school and in to town without these services. | Thank you for your comment will be shared with staff and consideration. |
| 392 | 10/19/2019 | Charlie Loeb | Email | 24, 28 | Donald/Fox Hollow | Discontinuation of Route | While I do pay attention to public planning efforts in Eugene, somehow I missed this one entirely. I live near the corner of Donald and Fox Hollow, and my family are regular transit users. Particularly our high school students use these two buses to access South Eugene High School, but I also use 24 quite regularly to go downtown, sometimes taking a bike along, sometimes not. Since we moved here 5 years ago, I frequently think of the bus route wrapping around my neighborhood as being a major benefit to living here. Now you are taking it away. I understand how LTD is shifting priorities, but I urge you to leave some of these neighborhood connectors in place. While my family can unhappily cope with the loss of service, our quality of life will certainly decline. I suspect we will need another car which, is a significant expense for us and a congestion drag on city streets and parking. However, there are some low income neighborhoods at the top of this route that are really going to suffer. I am aware that service will still reach 43rd, but that is a 20 minute walk, and just isn't going to happen unless necessary (particularly for those contemplating an uphill return walk!). | Thank you for your comment will be shared with staff and consideration. |
| 393 | 11/6/2019 | Daniel Betty | Email | 24, 28 | South Eugene | Discontinuation of Route | I heard you are considering reducing the area covered by routes 24 and 28 in South Eugene. I have friends and acquaintances that have established where they live based on where you provide bus service. They have signed leases, or own homes and a major part of their decision to enter into these commitments was availability of bus service. They do not drive and/or do not own a vehicle, some are not able to walk. It would be a genuine hardship on those individuals if the bus service was eliminated on the southern parts of those routes. The problems that occur if this is carried out will be numerous. The burden will be placed on those least able to carry that burden. The cuts in service would be unfair and unjust. Thank you for your consideration. | Thank you for your comment will be shared with staff and consideration. |
| 394 | 2/5/2020 | Emmit Clark | Email | 24, 28 | St. Vincent dePaul | Discontinuation of Route | I have MANY concerns around the cutting of so many of the current lines. People NEED some of these routes to get to work, go shopping, go home. Specifically cutting the 24, and 28 would make the homeless families staying at the St Vincent De Paul: First Place Family Center unable to get there in the evening, making them have to choose to sleep on the streets, or hope they can get into another shelter. This will make it so parents who are staying there are unable to get to work. This effects so many more people than it appears that folks are thinking about. Please reconsider cutting any routes, you are putting people's well being at risk. | Thank you for your comment will be shared with staff and consideration. FYI, the current route would serve First Place |
| 395 | 2/24/2020 | Finch Cook | Email | 24, 28 | N/A | Discontinuation of Route | The 24 and the 28 are both bus routes I require to get to school. If they are cut I will no longer use the bus. | Thank you for your comment will be shared with staff and consideration. |
| 396 | 2/17/2020 | Karen Porrizzo | Email | 24, 28 | South Eugene | Discontinuation of Route | I am writing because of the thought of LTD cutting the 24 bus line at Donald and Fox Hollow is just wrong. Of all the stops this one is critical. A low income housing community was built around that stop. We are on a very steep hill and even walking down these hills let alone biking is dangerous. I know this bus gets very good ridership and there is no good reason to take this stop away. So many people would suffer and be stranded. Among them elderly and disabled. You would be taking their livelihood away and they will become depressed and there will be suicide attempts. Do you want that on your conscience? Plus all the kids that rely on that stop to get to school. And the 33 bus line. The only bus in the Friendly neighborhood, why? The 28 bus line, one of the most ridden line in the Amazon neighborhood and most of south Eugene. Why all the cuts to south Eugene, this does not make sense at all. Please reconsider this proposal. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 397 | 11/8/2019 | Kimberly Gaines | email | 24, 28 | N/A | | I am outraged at the suggestion of discontinuation of routes serving south Eugene. Specifically route #28 and #24. Both of these routes are key in providing transportation for school aged children, the elderly, persons with disabilities, and community members who are socioeconomically disadvantaged. These routes provide transportation the school aged children attending a number of south Eugene schools. These include Charlemagne elementary, Ridgeline Elementary and Middle School, Spencer's Butte Middle School, Roosevelt Middle School, and South Eugene High School. This is a significant impact to students access to education. School bus services are not available to all students. Particularly students attending the charter schools Charlemagne and Ridgeline where no school bus service is offered. Many students and families rely on this service to transport their child to and from school. As a student of south Eugene schools I relied heavily on public transportation to get to and from school. I lived two miles from my school and did not qualify for school bus service. Without public transportation I would have to walk in the often cold and rainy Oregon weather. Spending the day in cold wet clothing because they had no public transportation is unfair to children. South Eugene is home to elderly people who rely on bus transportation. It is needed to go to the doctor, purchase groceries, and maintain the independence. You would be robbing this vulnerable population of their independence. My own aging mother has specifically chosen to stay in south Eugene because she feels as she aged she will be able to maintain her independence. Both bus lines 28 and 24 transverse near her home. She feels she can get groceries, go to her doctor, dentist, and attend social events using public transportation. This vital link would be taken from her. South Eugene is also the home to people with disabilities. Access to public transportation allows them to live with dignity and independence. Please consider the impact discontinuation of these routes would have on people who rely on wheel chairs and other mobility aids. Please consider the impact this would have on people who are not able to drive because of physical, mental, or other disabilities. They deserve access to public transportation. This is a vulnerable population they deserve independence and dignity. South Eugene is not immune to socioeconomic disadvantage. You may have seen the recent study (that made national news) where Eugene has the highest rate of homelessness. Keeping people housed is a priority in our community. The discontinuation of routes #28 and #24 would have a profound destabilizing impact on people socioeconomically disadvantaged in our community. Route #28 provides transportation to the family shelter on West Amazon. Route #24 at Donald and Fox Hollow provides transportation to an affordable housing. This route facilitates morning commutes to work, school, and access to grocery stores. Discontinuation of bus routes #28 and #24 would have an impact on South Eugene and our entire community. These route discontinuation would harm some of the most vulnerable members of our community. This is irresponsible leadership and mismanagement with severe consequences to our community. I would like to know the reasoning for these route discontinuation. If this is a financial decision I would like to know how my LTD tax is being spent. I am aware that EMX building and expansion has been a priority for spending over the last few years. Yet this does not serve the entire community. It's priority also seems to be U of O. Eugene is more than this institution. Speaking of which students and faculty of U of O ride LTD for free. I was unable to locate a transportation fee for students. May I suggest bargaining an agreement or better agreement with U of O. This would likely help make up for your financial deficit. I am also interested in knowing the plan to provide service to south Eugene after these route discontinuations. Is there going to be an EMX to south Eugene? | Thank you for your comment will be shared with staff and consideration. |
| 398 | 11/8/2019 | Kyra Kelly | Website | 24, 28 | Whiteaker Street | Discontinuation of Route | I am a homeowner on Whiteaker Street. Over the years, my friends, neighbors, housemates and I have come to depend on bus routes 24 and 28. For many of us, this is the only way out of our neighborhood to connect to other LTD main lines. We use these routes to get to and from work, school, appointments and to maintain social connection. These routes are tremendously important for those of us on the east Amazon and Donald Street loops, and we implore you to reconsider proposed cuts in service to these routes | Thank you for your comment will be shared with staff and consideration. |
| 399 | 12/3/2019 | Monics Flippin | Comment form | 24, 28 | 34th and Donald and Hilyard near Amazon | Discontinuation of Route | Please do not change these routes! My only means of transportation to and from town are these two routes.. I use the buses to transport my pets to their vet and lots of other things like shopping groceries.. I am so grateful there are such easy routes to get to from my house..I walk or ride bus..This will greatly impact me in a bad bad way! | Thank you for your comment will be shared with staff and consideration. |
| 400 | 11/19/2019 | Rosemary Boche | Phone | 24, 28 | 40th & Fox Hollow | Decreased Service | The decreased service you are suggesting to routes 24 & 28 is ridiculous. I am just appalled that LTD would even think of doing this to this area of town where the hills make it almost impossible to walk up and/or down to get anywhere. Why don't you just raise the rates to preserve this route? | Thank you for your comment will be shared with staff and consideration. |
| 401 | 2/5/2020 | Saffron Hunter | Email | 24, 28 | South Eugene | Discontinuation of Route | I am concerned about the proposed cuts in service. I used to live in South Eugene and I saw the 24 and 28 being very well-traveled. I wonder why LTD thinks that region does not need service? | Thank you for your comment will be shared with staff and consideration. |
| 402 | 1/31/2020 | Sarah Imig | Email | 24, 28 | South Eugene | Discontinuation of Route | I am really unhappy to hear about the proposed cuts. If you cut both 28 & 24 bus routes, how will my kids get to and from school from South Eugene? Will we be encouraging our neighborhood to drive more when there is a climate crisis?! Please reconsider. | Thank you for your comment will be shared with staff and consideration. |
| 403 | 12/24/2019 | Shadra Lewis | Comment form | 24, 28 | Center Way & Martin | Discontinuation of Route | Heard today (12-20) from a passenger that the South Hills loop (route 28) was being eliminated. Do you talk to the drivers?!! The 7:30 a.m. trip is sometimes so packed it's hard to find a seat. Kids going to South Eugene High & Roosevelt & UO - Adults going to UO & work. The bus I get on at Center Way is often full already. I can't imagine anyone who lives there and works at LTD okaying eliminating their stop. Many get on at the west side of Amazon creek because crossing over is difficult. At least keep the 7:30 a.m. as it is. | Thank you for your comment will be shared with staff and consideration. |
| 404 | 1/15/2020 | Shadra Lewis | Comment form | 24, 28 | #28 Center at Nectar (after Martin St) #24 46th at Fox Hollow | Discontinuation of Route | Eliminating #28 would be more than inconvenient. We walk three city blocks up and downhill to and from bus. The proposed route is across Amazon Creek, so we would be walking almost a mile, in winter weather, to the bridge that crosses over. I can understand reducing the times that the bus runs, but to eliminate it entirely seems to be a step backward in providing service to a major city. The morning bus is standing room only, with people going to South Eugene HS, Roosevelt Middle, several pre schools, UO, and connections at the downtown station. Since the students aren't counted as they get on the bus, how do you know how many are using that route? I asked several drivers if they had been asked about numbers of riders, and all said they had not. Please reconsider keeping #28 in operation. #24 is the bus I take to my grandchild's school - Edgewood Elementary on 46th. If ever she misses the school bus, we come downtown to the station, on the #24, and take the #24 to her school. | Thank you for your comment will be shared with staff and consideration. |
| 405 | 11/18/2019 | Virginia Donohoe | CIF 29271 | 24, 28 | N/A | Discontinuation of Route | Please, please, please keep bus routes #24 and #28. Thank you. We love to leave our car at home and use these routes to downtown/library (24) or UO (28). Please and thank you. | Thank you for your comment will be shared with staff and consideration. |
| 406 | 12/5/2019 | Fernanda Mugnolo | Email | 24, 28 & 73 | South Eugene | Discontinuation of Route | I am writing to let you know how important, essential and practical the buses that are running to South Eugene area are; they are important for students, working people, seniors, disabled people and the community in general that are taking the busses # 73, 24, 28. I am daily using the bus 73 with my kids and it is an important and essential use for all the students and workers! Public transportation benefits the entire community living in Eugene. Please consider the buses running in the South Eugene area! | Thank you for your comment will be shared with staff and consideration. |
| 407 | 11/14/2019 | John Murray | Comment form | 24, 28, 3 | various Downtown to MOC, Donald & 40th, Fox Hollow, Emerald Valley, Mazzi's | Discontinuation of Route | The public input does not support the board's decision to choose frequency over coverage. That tradeoff is out of sync with our polled values. And while 41 to 36 percent*** may be "statistically significant," 41 percent is very far short of a majority. In fact, some subgroups prefer greater coverage. Simply put, the public input does not support the direction of the proposal. Given our strong values for access and car-free living, and the subgroups supporting greater coverage, the board might have been more judicious. But the final weights in the Board resolution further amplify this mistake: 80-85 percent of the resources for frequency, 15-20 for coverage. Why are you doing this? *** "A statistically significant plurality of respondents prefer the High Ridership network (41%) over the High Coverage network (36%)...However...A plurality of low-income respondents and a majority of disabled residents preferred the High Coverage network." | Thank you for your comment will be shared with staff and consideration. |
| 408 | 11/22/2019 | Deborah Mauro | Letter to the LTD Board | 24, 28, 73 | South Eugene | Discontinuation of Route | I am writing to express my concern about the Transit Tomorrow proposed changes to LTD bus routes, especially cutting routes in south Eugene. I attended the Southeast Neighbors association meeting on Nov. 12th, where I heard A.J. Jackson, LTD board members, and concerned community members speak about the changes. Josh Skov said that "more frequency" of routes would result in greater ridership. The new proposed route 20, which replaces all three LTD routes in south Eugene (24, 28, and 73), though, would have a frequency of every 30 minutes. So, whole neighborhoods of south Eugene will be without bus service, and the one replacement route will have no increase in frequency. A recent Register Guard article stated that Eugene is growing in population. LTD needs to serve the whole city, and not just the core. The bus can help lower the carbon cost that contributes to global warming. The Transit Tomorrow proposed cuts would have a tremendous negative effect on my family and me. We have lived in south Eugene since 2003, and we ride on the 28 bus. We have owned our home on Barber Drive (off of E. 43rd) since 2004. The closest stop for the 28 bus is about a 10-minute walk from our house. A young-adult daughter uses the bus for commuting to her job, Mon - Fri, in downtown Eugene. She does not drive, nor does she have a driver's license. In the past, she and our older daughter used the bus for commuting to South Eugene high school. My husband and I recently qualified for senior passes. I use the bus to go to medical appointments, the library, or shopping. We belong to the "Y," and we patronize the businesses at 24th and Hilyard: Sundance Natural Grocers, the Beanery, and the Black Sun bookstore. Eliminating the 28 bus cuts off our access to these places. The 28 bus has a diverse ridership: STUDENTS, • South Eugene High School • Ridgeline Montessori K-8 school • Lane Community College (connecting to other routes from the 28) • University of Oregon EMPLOYEES, • Emerald Valley Assisted Living • Fox Hollow Residential • University of Oregon • Sacred Heart Medical Center, University District • Banks, stores, and other businesses SENIORS AND OTHERS, • Medical appointments • Eugene Public Library • Places of worship • Saturday Market • Shopping • Connecting at Eugene Station to buses to other parts of Eugene/Springfield Many students, low-income adults, and retired people do not drive and/or do not own a car. I personally know people employed by Emerald Valley Assisted Living and the UO who use the 28 bus to commute to their jobs. Other adults choose to ride the bus for the convenience of not having to park, or for a concern about pollution and the environment. High school, college, and university students get free bus passes. I assume that LCC and UO students pay for the bus in their student fees. What good will their pass do if there no bus to take them to school? The same is true for senior citizens 65 or older. Although they qualify for free passes, they will not be able to ride if there is no bus service to their neighborhood. I strongly urge you to reconsider the proposed cuts of the 24, 28, and 73 routes. Many people in south Eugene rely on these buses for transportation to work, school, etc. Please don't deprive them of this essential service. Perhaps, at less busy times of the day, vans, such as the type used by Ride Source, could replace the full-sized buses. | Thank you for your comment will be shared with staff and consideration. |
| 409 | 2/18/2020 | Louise Shimmel | Email | 24, 28, 73 | Fox Hollow | Discontinuation of Route | Cascades Raptor Center is a non-profit nature center and wildlife hospital on Fox Hollow Rd in SE Eugene. We welcome some 30,000 visitors (including several thousand school-age children on field trips) every year. Your routing proposal includes the elimination of the only 3 routes that serve us and the Ridgeline Trail: 24, 73, and 28. School groups that cannot afford to hire a school bus to bring them here have been able to ride the 28 bus for free and then enjoy a beautiful hike up the Amazon Headwaters branch of the Trail, to the Fox Hollow Trailhead and then cross the street to our facility. Visitors to Eugene without transportation, and many of our volunteers without cars, have taken the 24 or 73 buses to Fox Hollow and Donald, and then walked or ridden a bike to their shifts at our Center. These routes also allow hikers to leave cars behind and enjoy a hike – although it would be even better if there was a route that extended out Fox Hollow and down Willamette (as I've proposed ever since we moved here in 1994) – so that people could hike from one side to the other, climb the Butte, and then take the bus back to town. Now they need to turn around and return over the same route to get to their car. Such a route would also enable more after-school activities for students living along Fox Hollow and South Willamette – allowing them to stay for sports or other extra-curricular activities and still have a way home after school buses have left. The Raptor Center is a positive economic contributor to our local economy – bringing in visitors from all over the world, providing an enjoyable family destination for local residents hosting out of town guests, and providing a direct way for people to enjoy the beautiful Oregon countryside. I urge you not to remove these access routes for those people who don't have cars or who want to leave their cars behind. Thank you for your consideration. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 410 | 11/25/2019 | Mel Cliff | Email | 24, 28, 73 | 43rd & Donald | Discontinuation of Route | I hope this reaches you and all those involved with this decision to dissolve routes 24 28 73...WE NEED A MODIFIED SCHEDULE These changes are detrimental to many families and students. Those of us living in these areas have jobs and need to get the basic needs from our surrounding businesses. I ask you to join me as I walk from 43rd and Donald to the top of Fox Hollow with my groceries, all the way to the affordable housing complex I live in...No? I will continue to comment and attend any meetings I can to have my voice heard on this matter. I was born and raised in Eugene and have never needed to drive in 46 yrs. If you know anything about the community you represent you should know that 24 and 28 serve diverse socio economic groups. Eugene is not metropolitan status. We are still a small town with the majority of riders working centrally, living outbound...its a uneducated decision, based on numbers being crunched by a few privileged board members, who don't rely on public transit. | Thank you for your comment will be shared with staff and consideration. |
| 411 | 11/12/2019 | Ms. Mimms | Southeast Neighborhood Association Meeting | 24, 28, 73 | Southeast Eugene | Discontinuation of Route | She rides the 24 and 73. The hill is very big and the proposed route would require community members to walk too far – for those that are not as fit, this walk would be too much. There are always people on the bus when she gets off. The student pass is great, but it doesn't make sense if their kids can't ride the bus to school. The bus needs to go up the hill. Need to provide 28, 24, and 73. | Thank you for your comment will be shared with staff and consideration. |
| 412 | 11/25/2019 | N/A | Email | 24, 28, 73 | N/A | Discontinuation of Route | Please consider the following; out of concern for the changes to 24, 28 and the 73 routes; From what I have gathered these changes will eliminate service to Fox Hollow at Donald #24 and #73 also stops at Martin and Nectar #28. The 24 is a crucial route to myself, my child and my Woodleaf community. Woodleaf is an affordable housing community that was built 20+ years ago. There is also 2 large apartment complexes in this area. It houses families who work hard and many of us who work all day. Due to income restrictions, disability or work schedules, etc. many of our children need public transport to get to and from school, especially high schoolers. My 7:50am bus is packed 5 days a week. Not all families in the area have access to or the finances for a car. Not all schedules allow for parents to drop off or pick up kids from school. Walking in these streets is a safety issue and school bus schedules are inconvenient and sparse for middle schoolers. We need public transit on Fox Hollow and upper Donald daily. Many of us moved to these areas for better schools and safer neighborhoods. In many ways I feel this decision would contribute to the covert gentrification of south Eugene. It sends a message loud and clear, "if you cant afford to rent AND own a car then this area isn't for you and your family." It literally feels like LTD is allied with that belief system, under the guise of hills, snow, ice and ridership issues. (which only occur maybe 2 months per year). It was a hard won fight to get federally funded housing approved in these areas to begin with. Now with my future livelihood threatened by being unable to commute to work onto of worrying about my sons safety getting home, I'm sad, frustrated and wondering what I'm going to do. Many of us have worked hard, earning low wages, yet we still have the luxury of good schools and a safe, environmental way to work. This is a selfish and uneducated decision on the part of LTD. I have held the same job for 30 yrs. and lived in Eugene for 46 yrs. I have commuted from every end of this town. I have never driven a car. This is the first time LTD has ever approached falling me. I have always depended on LTD.I know I'm not alone when I say I desperately need route 24 and 73 to at least come up the hill on a modified schedule. Thank you. | Thank you for your comment will be shared with staff and consideration. |
| 413 | 11/13/2019 | Sahalie Albone | Comment form | 24, 28, 73 | Safeway (E 40th) and Eugene station | Discontinuation of Route | As a female who travels solo, I would feel very unsafe walking upwards of 20 minutes from the bus stop to my house in the dark. The new proposed plan would have me walking from my house on W 39th to a stop on Donald, twice a day everyday. I need the bus to get to college, and this new change would greatly negatively impact me. | Thank you for your comment will be shared with staff and consideration. |
| 414 | 3/4/2020 | Cynthia Kokis | Phone message | 24, 33 | 30th & Willamette | Discontinuation of Route | I'm almost 85 and I still drive, but I've always known that when the time comes that I can no longer drive, I have a bus stop very close to my home. And it's been a blessing for those who need it. I think too many people who are making this Transit Tomorrow decision are young and mobile and hang out downtown. You need to have the disabled, elderly and lower income people in the room while you make these decisions. You're thinking that moving some people quickly is a service but you're ignoring those who HAVE to use the bus. | Thank you for your comment will be shared with staff and consideration. |
| 415 | 1/13/2020 | Robin Gundy | phone | 24, 33 | N/A | Discontinuation of Route | Robin is a long-time bus rider who relies on the bus to get everywhere, but her concern is not for her as she is able-bodied. She is mostly concerned about those who are elderly and/or disabled; those who don't have any alternatives. She attends church at Donald and Fox Hollow and there are a large number of people who take the bus to and from the Sunday services as well as the services they offer throughout the week. | Thank you for your comment will be shared with staff and consideration. |
| 416 | 2/28/2020 | Heather Brown | Email | 24, 33, 78 | Transit Tomorrow | Discontinuation of Route | As a person who relies on the buses for everyday transportation, I'm not in support of losing all those bus routes. Eugene is getting bigger and bigger every day it seems and downsizing public transportation makes zero sense. As a green city, you'd think public transportation and the reduction of cars on the road would be a priority. Furthermore, I know the disabled community would be losing their independence and wouldn't be able to go to every part of the city. People in wheelchairs need more access to the city, not less. My mother has a failed kidney and relies on the buses 24 and 33 to go to her important appointments and to get groceries. My pregnant sister also relies on those buses to go to her important appointments as well. And I use those buses to see them and get my prescriptions. The 33 stops right by the house and provides an easy walk to get to where they need to go. As a UO student, I use the route 78 and I appreciate just needing to take one bus there instead of two. Saves me time and I appreciate that immensely as a person with depression and the thought of needing more than one bus can make it feel too overwhelming. I don't wish to make every trip to school to become a bigger fight for my mind to work through. I don't wanna lose any access to the growing city and I don't want my family to have more obstacles in taking care of themselves either. And I want the seniors and the disabled community to have agency in their lives just as any able bodied person can. Additionally, Eugene's traffic is getting worse and adding more cars and less busses to the roads makes no sense. Eugene with less bus routes will probably increase traffic jams and honestly the drivers out there are already scary. I need the option of the bus for all parts of the city. I urge you to keep all routes going please. Thank you for your time and consideration. | Thank you for your comment will be shared with staff and consideration. |
| 417 | 11/20/2019 | Melanie Cliff | Comment form | 24, 40 | 40th-43rd everyday fox hollow at Donald | Discontinuation of Route | This is the route my family uses for work and school, plus groceries, school events, EVERYTHING it is our connection to all the services we use. This is going debilitate our independence and access to our community...I invite you to join me on my walk from 43rd with groceries up to fox hollow in the rain and Dark no less. This is a covert gentrification of south eugene and this decision concludes that LTD supports this prejudice. Those of us at the affordable housing community are receiving the message loud and clear. If we can't afford to rent and own a car then we aren't welcome. If you claim to serve the community then serve those of us who live within its limits..WE NEED ROUTES 24 28 AND 73 please consider a modified schedule so we can continue to work and thrive. LTD serves diverse socioeconomic groups and we may be few at the fox hollow Donald loop but we are still part of the work force and our children need safe transit to and from school please walk in our shoes | Thank you for your comment will be shared with staff and consideration. |
| 418 | 12/1/2019 | M Cliff | Comment form | 24, 40, 28 | FOX HOLLOW AT DONALD | Discontinuation of Route | This whole proposal is very one sided and creates a stress for families in need of these routes. I cant believe that Transit Tomorrow has the nerve to pull these routes that provide transportation to youth and low income community members. SHAME ON YOU LTD Who do you really serve? | Thank you for your comment will be shared with staff and consideration. |
| 419 | 1/7/2020 | Saelon Renkes | Comment form | 24, 66 | Donald near Fox Hollow Rd. | Discontinuation of Route | It is bad enough that the closest bus stop is a little over 2 miles from my home. Eliminating #24 will eliminate my ability to take a bus to my doctors. I'm currently 66 and can still drive a car but I know this could change at any time, especially the driving in traffic part. I find it really unbelievable that you are considering eliminating so many routes in the suburbs of Eugene while boasting of the rural routes you are maintaining (to other communities). NO routes should be eliminated. You should be expanding #24 to continue on out Fox Hollow to the intersection of Willamette Street, and probably other routes should be expanded too. My neighborhood is under consideration for Eugene's Urban Reserves program so it is very likely that population will only be increasing out here. Bus service should also be increasing. | Thank you for your comment will be shared with staff and consideration. |
| 420 | 11/14/2019 | Nora Holmquist | Comment form | 24, 66, 67 | Fox hollow and Donald | Discontinuation of Route | One of the criteria I used to select the home I purchased was, it was on the bus line. Eliminating the Fox Hollow/Donald bus stop completely removes my access to bus service, as I live a 5 minute walk south of this last stop. I am appalled to learn the city is removing my access to bus service. I just turned 65 and was looking forward to using my senior bus pass. Please consider continuing with bus service to the Fox Hollow/Donald bus stop. | Thank you for your comment will be shared with staff and consideration. |
| 421 | 12/6/2019 | Mary Wagner | Comment form | 24, 67 | 40th and Donald, Eugene Station; Country Farm Road, Eugene Station | Discontinuation of Route | I'm concerned elimination of the 24 and 73 route will affect South Eugene residents, especially middle, high school, and UO students who live in the South Hills, as well as elderly residents who have limited mobility and benefit greatly from the independence public transit provides. It's a hilly area, I'm concerned that the people who use mobility devices or parents with strollers will have an increased difficulty in accessing bus stops as they'll have to navigate hills (on both the Donald and Fox Hollow sides of the service). Even a reduction to hourly service would be better than complete elimination. While my route would not be affected, I see many people every day who would be affected in a negative way. | Thank you for your comment will be shared with staff and consideration. |
| 422 | 12/6/2019 | Carl Swart | Comment form | 24, 73 | Donald & Foxhollow | Discontinuation of Route | These changes not only would make travel less convenient but would cause SIGNIFICANT transportation barriers to a number of people, and not just me. PLEASE DO NOT ABANDON ALL OF SOUTH EUGENE TO SAVE A FEW DOLLARS! We in no way view this as an improvement. | Thank you for your comment will be shared with staff and consideration. |
| 423 | 12/11/2019 | Hilary Fisher | Email | 24, 73 | Saratoga | Discontinuation of Route | I have been hearing a lot about the planned changes to the current LTD bus schedule, specifically bus numbers 24 and 73 that service the south hills of Eugene. I am a 69-year old retiree who lives on Saratoga St. I use both buses frequently to get around, and very much appreciate that bus stops are within easy walking distance. If a new route is created that only services the major corridors, this will make getting to a stop much more challenging, and too time-consuming. Please consider keeping the 24 and 73 routes! | Thank you for your comment will be shared with staff and consideration. |
| 424 | 12/5/2019 | James Lemke | Comment form | 24, 73 | Donald and Fox Hollow | Discontinuation of Route | WHY is LTD proposing the change that cuts off service at Donald and Fox Hollow? This is my main stop as I live at Donald and Fox Hollow and I see many people or all ages taking these busses at the Donald and Fox Hollow stop. Cutting the route off at 43rd is not going to help anyone. I do not have a car and take the bus in order to limit pollution. If this route is cut off I will have to change my entire life including either moving from where I have lived for the past 8 years or consider getting a car thus polluting the environment more. The main consideration for sustainability in urban planning is encouraging less car pollution. I can't walk up and down hills so I need the bus up here! Please Do not cut us off from this bus stop! It is very important to many people. I for one will be EXTREMELY upset with LTD if this change takes place. Please do the right thing and keep the stop at Donald and Fox Hollow for both the 24 and the 73. Please! | Thank you for your comment will be shared with staff and consideration. |
| 425 | 1/6/2020 | Katie DeCosta | email | 24, 73 | Donald Street | Discontinuation of Route | I am a high school student who frequently uses buses 73 and 24 to get home after school. My house is located at the top of Donald St. and I know what a pain it is to walk all the way up Donald St. I ask to please let these buses continue to run so that students like me aren't getting our books, backpacks, and instruments wet or ruined walking up Donald or Fox Hollow. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 426 | 2/19/2020 | Kesha and Matt Hawk | Email | 24, 73 | Southeast Eugene | Discontinuation of Route | We are writing to put our comment somewhere about the proposed cuts to LTD services. We are a Southeast Eugene family with 3 children. Two are in school at SEHS. We absolutely depend on the LTD bus to get our two high schoolers TO AND FROM school 5 days a week. We only have one vehicle and a limited income to pay for only a certain amount of gas each month. Our budget absolutely cannot handle 4 trips each day to and from SEHS - PLUS various extracurricular activities during week. I guess this would mean our children would be forced to homeschool, something they do not want to do, as they are very happy and thriving at SEHS. 24 or 73 route they take TO SCHOOL 73 route they take FROM SCHOOL TO HOME If these routes are taken away from our children and all the MANY children in this SE Eugene area, many of them would be unable to get to school and back home. This is completely unacceptable that this is even a proposal. We were so happy to make Eugene our home 10 years ago, but now this and other problems are making us very sad. | Thank you for your comment will be shared with staff and consideration. |
| 427 | 2/7/2020 | Leo Hall | phone call | 24, 73 | East 46th Avenue | Discontinuation of Route | I am disabled. I can barely make it to my route 24 as it is, but if you take away my bus service, I will have no way of getting anywhere. | Thank you for your comment will be shared with staff and consideration. |
| 428 | 2/10/2020 | Linda Charette | Comment form | 24, 73 | Friendly Neighborhood | Discontinuation of Route | Both of my kids ride LTD to school everyday. We have a single vehicle household, when the vehicle is gone with my partner at work, the only way for the kids to get to school is LTD, there is no school bus for the high school students, the proposed alternate route on 43rd is still a half-hour walk from his current stop. | Thank you for your comment will be shared with staff and consideration. |
| 429 | 12/8/2019 | Linda Heyl | Comment form | 24, 73 | Donald and Fox Hollow | Discontinuation of Route | My portion of these routes would be eliminated. I want to say that I still support these changes, because it is more important that more people get more service, primarily for reasons of reducing carbon emissions. I will walk farther to the bus, or make other low-carbon changes in my transportation methods. Thanks for your work. | Thank you for your comment will be shared with staff and consideration. |
| 430 | 12/8/2019 | Mark Hougardy | Comment form | 24, 73 | Donald/Fox Hollow & Downtown Station | Discontinuation of Route | Removing bus access to the Fox Hollow & Donald stop (24 & 73 routes) will be disastrous for a low-income family of 3. LTD has been integral for being able to get to work, go to the grocery store, and make ends meet! LTD's proposal to cut service endangers my daughter and others in the neighborhood who use the bus on a daily basis. By removing access to the Donald/Fox Hollow stop, it takes 26-minutes (one-way) to walk to the nearest bus stop, on 43rd, an elevation change of 320 feet. This distance includes walking in the rain, during inclement weather with frequent uneven sidewalks. Rather than cutting service completely, a reasonable option is to keep the routes alive but reduce afternoon service so community members can continue to live, work, and contribute to Eugene. One possibility with the 24 route is to have reduced service in the afternoon timeframe while keeping the core of its service in the morning and evening. | Thank you for your comment will be shared with staff and consideration. |
| 431 | 2/24/2020 | Marylyn Cohen | comment form | 24, 73 | Transit Tomorrow | Discontinuation of Route | Please keep the current routes coverage in south Eugene for routes 24 and 73. Both seniors and students need the service. The new access stop for the #24 will cause difficulty for many seniors because of the distance from their homes. Seniors are the most adversely impacted for access in your plans. I live in a townhouse development with 90 units almost all of whom are seniors. It is located opposite 47th and 46th and Willamette and goes west from there. The new #24 stop at 40th and Donald will be too far for many people. | Thank you for your comment will be shared with staff and consideration. |
| 432 | 11/12/2019 | Mr. Lobel/Low/Lowe | Southeast Neighborhood Association Meeting | 24, 73 | Southeast Eugene | Discontinuation of Route | Excited about the student pass but his high schoolers, who rides daily now, will not be able to use it if Route 24/73 changes. His family got rid of a car because of the nearby transit access and flexibility, and is concerned that these changes may mean they will need another car again. He occasionally rides the bus as a way to take different modes of transportation. He is generally supportive of increasing transit ridership, but he is skeptical about the experience of LTD routes that run at 15 minutes. Would like to know if 15-minute service on existing routes actually produces ridership. Suggests that LTD test out proposed frequency on some routes first to see if ridership increases. | Thank you for your comment will be shared with staff and consideration. |
| 433 | 11/12/2019 | Ms. Cohen | Southeast Neighborhood Association Meeting | 24, 73 | Southeast Eugene | Discontinuation of Route | Asked that LTD look at the needs of the population in this neighborhood (routes 24 & 73); especially the needs of different age groups. For some groups, the changes would require a walk up to 5 blocks. She would rather wait longer than to walk farther or would rather have some service, even if not frequent, than no service. Older adults have more time and can schedule around bus services. She shared the idea of smaller vehicles/a transit hub as a way to service the neighborhood. There is a difference between school kids, commuters, and people who are not working. Having a hub near 29th and Hilyard with small buses that go to all of the streets in South Eugene. | Thank you for your comment will be shared with staff and consideration. |
| 434 | 11/7/2019 | N/A | phone | 24, 73 | fox hollow and donald | Discontinuation of Route | Routes 24/73 is a lifeline for her and her sister. She lives near the top of Donald and Fox Hollow. She has a disabled sister who lives at her house and she uses the LTD system. Her caregivers use the system to get to her house to care for her sister. They would not be able to walk up or down the hill to the proposed route. | Thank you for your comment will be shared with staff and consideration. |
| 435 | 11/7/2019 | N/A | Remix | 24, 73 | fox hollow and donald | Discontinuation of Route | By eliminating the 24 and 73 routes, you're completely removing service to those individuals along Fox Hollow and the southern end of Donald Street. There are apartments, a senior living facility, as well as families with school age children who rely heavily on the 24 and 73 routes to get to school, work, grocery stores, doctors appointments, etc. Fox Hollow and Donald are steep streets, not conveniently or easily walked by the elderly and others with physical limitations. These individuals rely upon these bus services to live their daily lives. Please do not take away either of these routes. It doesn't make sense. | Thank you for your comment will be shared with staff and consideration. |
| 436 | 1/27/2020 | N/A | phone call | 24, 73 | Transit Tomorrow | Discontinuation of Route | Seniors and Disabled customers will have a hard time walking to catch the bus if this service goes away. She has a disabled son who catches the bus in front of her home and he will not be able to walk to catch the bus if the service changes. | Thank you for your comment will be shared with staff and consideration. |
| 437 | 1/27/2020 | Nina | phone call | 24, 73 | Transit Tomorrow | Discontinuation of Route | Would like to see route 24 with the same routing and frequency. Also, likes the direct routing with the 73 to UO. That's why she bought her house because of the bus line. She's getting older and using the bus more and cannot walk very far. | Thank you for your comment will be shared with staff and consideration. |
| 438 | 3/6/2020 | Patricia Spicer | Letter | 24, 73 | South Eugene Routes | Discontinuation of Route | I was unable to attend the discussion of Feb. 20 in Eugene, but wish to make a personal and neighborhood comment. The bus routes that service South Eugene may not be as heavily traveled as some others, but are vital to our area for the sake of students (both high school and university), the elderly, and the disabled. These routes should not be changed and, where possible, expanded. Bus routes should be for community services other than commercial shopping convenience. LTD should consider questions of auto use and pollution. Please do not alter or decrease any service for routes 27 & 73 in our neighborhood. They are essential. | Thank you for your comment will be shared with staff and consideration. |
| 439 | 2/24/2020 | Sara Yilmaz | Email | 24, 73 | South Hills | Discontinuation of Route | I live in the South Hills and take the 24 and 73 bus daily to commute to work. I do not have a car and rely on the LTD system to get around. With the elimination of these routes I would have no way to get to work. There are many of us who need these routes to get to work and school, please don't take our life line away. | Thank you for your comment will be shared with staff and consideration. |
| 440 | 1/6/2020 | Sarah DeCosta | email | 24, 73 | Donald Street | Discontinuation of Route | I am a Donald Street home owner, and my children have used LTD for the past 6 years to ride to and from South Eugene High School and now the UO campus. It has been so helpful to use public transport for early-morning 0 period and late-afternoon athletics. It would be a disservice to our many South Hills students to discontinue routes 24 and 73, leaving some with no options other than difficult walks up and down hills. I would propose that only one bus route be eliminated. At the very least, I would propose that a bus pass along 46th St. at the bottom of Donald, then pass Spencer Butte Middle School on 43rd St., then go up Fox Hollow to a turn-around point near the multi-family housing units. The elderly, disabled, and student populations along Donald St. and upper Fox Hollow Rd. would be particularly served with this modified route. | Thank you for your comment will be shared with staff and consideration. |
| 441 | 12/5/2019 | Sheila Rabun | Email | 24, 73 | Donald and Fox Hollow | Discontinuation of Route | I live at Donald and Fox Hollow and I take routes 24 and 73 regularly. I saw a sign at my bus stop saying that LTD is considering changing the routes to not come up the hill to Donald and Fox Hollow. Please do not do this, please keep the routes as they are. I do not have a car and I rely on the bus to get around. I have a chronic foot injury that makes walking up and down hills difficult. Please keep the 24 and 73 bus routes as they are. | Thank you for your comment will be shared with staff and consideration. |
| 442 | 2/24/2020 | Sheila Rabun | Email | 24, 73 | Donald & Fox Hollow | Discontinuation of Route | The only reason that I moved to south Eugene and live where I live (at Donald and Fox Hollow) is because the bus stop is right outside and I can easily get into town and home on the 24 or 73. I do not have a car. If the bus service changes, I will have to either move or get a car either of which would be a considerable expense and I am already living on a limited budget. It would be like having the rug pulled out from under me. Please don't make the change at Donald and Fox Hollow! I rely on the 24 especially! Please don't change the 24 route! Please I beg you! | Thank you for your comment will be shared with staff and consideration. |
| 443 | 12/4/2019 | Sofi Gutierrez | Comment form | 24, 73 | Donald and east 49th or Willamette and east 46th. | Discontinuation of Route | I will have to walk farther from where I live on West 52nd Avenue all the way down to 43rd in order to make it to school and work on time. That's a near fifteen minute increase from my walk down to East 49th Street, which was also fifteen minutes. | Thank you for your comment will be shared with staff and consideration. |
| 444 | 12/6/2019 | Tara Rose | Comment form | 24, 73 | Fox Hollow and Donald | Discontinuation of Route | Taking these bus routes away will leave our neighborhood middle school children without public transportation and will negatively affect them by leaving them more vulnerable having to walk much longer distances to catch the bus. Also I live in a low income community with a large percentage of parents and children that depend on these bus routes for transportation. | Thank you for your comment will be shared with staff and consideration. |
| 445 | 2/10/2020 | Tracy Bartlett | Comment form | 24, 73 | Fox Hollow, Friendly | Discontinuation of Route | I and many seniors ride the 24 & 73 from the Fox Hollow and Donald stops. We are on a hill and will have no way to get into town, which allows us to age in place. Even if you need to make those routes transfer 1/2 way (so they can do every 15 minutes), please do not completely eliminate those routes. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 446 | 11/13/2019 | Kizzi van Lake | Comment form | 24, 73, 28 | 46th & Fox Hollow, East Amazon South of Potter | Discontinuation of Route | This proposed plan will not just make commuting less convenient, it will make commuting using LTD buses inaccessible to a LOT of South Eugene residents! Adding more frequency should NOT mean ridding of current buses AND bus stops for people who otherwise have no access! Yes, people want more convenience, but MORE people actually NEED access to public transportation and would rather have that than a bus that rides every 15 minutes that they can't even utilise. What good is convenience to the commuters, students, retirees, handicap, elderly, etc. in South Eugene when we will no longer have ANY access to even getting to a bus stop in order to take advantage?? And the frequency of buses running will only be centralised, meaning that not ONLY will residents of South Eugene be negatively affected by this proposed plan, NONE of us will benefit from the projected frequency of rides and, in addition, a LOT of us will not be able to ride at all. A lot of us rely heavily on public transport. This scenario is horrific for SE Eugene. Essentially killing 24 and 28, while not increasing the frequency of 73? This will cause a ridiculous amount of overcrowding on every 73 bus. I have my doubts as to whether my kids will be able to get to various schools on time during peak hours due to the bus actually being full. This also manages to cut out many people who are suddenly out of walking distance, so not only will the bus be overcrowded, but other folks will have to actually give up and resort to car travel, increasing the amount of cars on the road. That will happen even if the frequency of 73 increases. | Thank you for your comment will be shared with staff and consideration. |
| 447 | 11/20/2019 | Ted Scott | Comment form | 24, 73, 82 | Donald and 46th | Discontinuation of Route | One technical note: Your map is wrong. 43rd Ave does NOT go through to Willamette. So, do you mean 46th or 40th? The inept map is about as well thought out as the plan itself. | Thank you for your comment will be shared with staff and consideration. |
| 448 | 1/21/2020 | Andy Darnall | Email | 24, 78 | Friendly Neighborhood | Discontinuation of Route | I've heard that several bus routes are at risk of being eliminated and I'm confused because I use several on the list every day and they're always packed. I take the 78 to the 24, then take the 28 home. People literally depend on these to get to work (including me) and you'd be leaving us in the dust. Why are you considering eliminating these?? These are right by the college too, LOTS of students use them. This would also make it so LESS people pay for the bus. I'm coming to the meeting. | Thank you for your comment will be shared with staff and consideration. |
| 449 | 11/19/2019 | Katrina Stewart | Comment form | 24, EmX | E/S of Donald S/O Cul de Sac 5315-35 | Discontinuation of Route | If route 24 (or a new route) no longer extends to the upper portion of Donald, near Fox Hollow, my daily commute to work downtown will be significantly impacted. I will need to walk nearly a mile up and down Donald each day (2 miles total) to catch the closest bus, and that will add at least 40 minutes to my commute. My husband will be in the same position, and due to some physical issues he has, the mile walk up and down Donald will not be possible for him at times. I know others (elderly people) who use route 24 as well, who would not be physically able to walk the distance necessary for them to catch the bus, should this change be made. Also, I expect that seniors and a number of folks who live in the apartment complexes near Fox Hollow and Donald will be at a great loss if bus service does not extend to its current Fox Hollow to Donald route. | Thank you for your comment will be shared with staff and consideration. |
| 450 | 2/24/2020 | Gregory V Bader | Comment form | 24,73,28,EMX | Transit Tomorrow | Discontinuation of Route | I live in the condos at 40th and Donald across from Safeway. I rely on the bus 73 both to get to the post office down the hill and to Albertsons Saveon pharmacy at 30th and Hilyard. Those proposed route changes and elimination would be disastrous, not quite for me much but for my neighbor young man who lives in group home in Willamette at 44th etc. This schedule catch many both the 73 and 24, another point. The proposed route changes and eliminations will cut off access to the bus service for students coming home from South Eugene HS who live in in the upper eastern part of Fox Hollow, blocks above the new propose 24 route further there are apartments at the top of Fox Hollow road that will lose both 73+24 service in addition Fox Hollow senior living is staffed with CNAS etc., whom I know personally who will no longer have bus service. (can this proposal now!) P.S. I have to ask why such a room was chosen for this comments meeting. No please to sit on that stuffy did the same kind of planning into choice of this location as went into the rate change it elimination proposal just asking! | Thank you for your comment will be shared with staff and consideration. |
| 451 | 11/6/2019 | Douglas Frazier | Email | 27, 28 | South Eugene | Discontinuation of Route | Hello, I am writing to urge you not to discontinue the 27 Fairmont bus. I know this route is not as busy as other routes but this an under-served corridor, there are very few options for disabled persons and children in this area. Both my kids take the bus to South Eugene High School. If you discontinue this route, I will have to drive my kids to school. Another car on the road. Our family takes pride in our low automobile impact. I usually ride a bike but often take the bus when the weather is icy or extreme. Having the 27 and the 28 gone will be devastating. My company, Local Food Marketplace, pays for group passes for all of our employees. We are a proud supporter of LTD, please reconsider discontinuing these vital routes. Public transportation only works if it serves everyone. | Thank you for your comment will be shared with staff and consideration. |
| 452 | 1/6/2020 | Earl Gosnell | Comment form | 27, 51, 52 | LTD Eugene downtown Station Franklin & Walnut | Discontinuation of Route | I use 55 as an alternative to 51 or 52, which is especially important on school days. The young riders are notoriously potty-mouthed, the bus drivers are busy driving, and I am stubborn and sometimes confrontational. It is not seemly for an adult to argue with a kid, so I try to avoid the situation by taking buses less traveled by the offending age group. The EMx gets jammed up with college students on their way to the UO in the A.M. I mean it's sometimes packed to the gills, where I've seen a co-ed opt to walk when she couldn't fit on. That is with the 27 as an alternative for me when I am wanting to take my shopping home from Market of Choice. It's unconscionable to eliminate the 27 option and expect the already overburdened EMX to take up the slack. And that's not even addressing the riders on the end loop run where the EMx doesn't even go. | Thank you for your comment will be shared with staff and consideration. |
| 453 | 3/6/2020 | Daniel Klute | Comment form | 27, EmX, 1 | Country Club | N/A | Please consider more frequent service on Country Club Road. Many employees exist and this might assist in creating more jobs. | Thank you for your comment will be shared with staff and consideration. |
| 454 | 1/13/2020 | L G | Comment form | 28, 12 | Potter and Amazon | Discontinuation of Route | 28 should continue going up Hilyard to South Eugene High School and the UO. Many people who live in the area use the 28 to go to school. Students and staff use the 28. The new route is not more convenient and does not increase frequency. You should consider counting the riders as the school kids don't have passes-then you might realize how many people rely on this route Eugene station HOWEVER I won't be able to get downtown I 28 is eliminated !!!!!!!!! | Thank you for your comment will be shared with staff and consideration. |
| 455 | 11/19/2019 | N/A | Comment form | 28, 24, 18 | Martin W of Center Way | Discontinuation of Route | SAVE #28 | Thank you for your comment will be shared with staff and consideration. |
| 456 | 11/13/2019 | Jessica Murray | Comment form | 28, 24, 73 | Fox Hollow and 46th (Church of Harvest stop), Princess and Fox Hollow, 46th and Fox Hollow, 46th and Willamette, 29th and Willamette, Eugene Station | Discontinuation of Route | My entire family depends on the bus to live our lives. We don't drive, so we use public transit to go to appointments, get groceries, run errands, and get to public meetings and volunteer opportunities. My kids ride at least six times a day for school, going to classes, internships and community service opportunities all around Eugene. When they graduate, they were planning on living at home and taking the 73 to and from UO. The elimination of our precious buslines (and thus the erasure of South Eugene as we know it) is going to blow up our lives. No more will we be able to rely on the dependable bus system in case of emergencies or to get to and from our jobs. No more will the infirm, handicapped, and those aging in place in our neighborhood be able to live quality lives. The way it was rolled out, too, was sneaky. Unless one frequented the LTD site, there was no public education on changes, and had not the people of NextDoor gotten the word out, we would see there were no buses one | Thank you for your comment will be shared with staff and consideration. |
| 457 | 11/19/2019 | Cathy Ellis | Email | 28, 33 | Friendly Neighborhood | Discontinuation of Route | I use bus # 28 and # 33. Please don't stop these routes, I use them regularly! And I need them! Thanks for listening. And, I'm age 70. Save The Friendly Ave Neighborhood! | Thank you for your comment will be shared with staff and consideration. |
| 458 | 12/17/2019 | Kelly Rauscher | Comment form | 28, 52, 51 | Martin Street & Eugene Station | Discontinuation of Route | We will need to walk a mile to the nearest bus stop if the proposed changes are enacted. We are a family of five, with one car. We depend on Route 28 most. It will impact getting to work & the kids getting to school. Although we love where we live on Martin street, We may need to consider moving. | Thank you for your comment will be shared with staff and consideration. |
| 459 | 12/9/2019 | Sasha Schardin | Comment form | 28, 66, 67, EmX | Various | Discontinuation of Route | The proposed changes will make getting to work a longer trip and causing me to have to leave earlier than I usually do. On top of this, I won't be able to ride the bus to Albertsons on Hilyard to do my grocery shopping. I would have to walk 20 minutes to get there if these changes are put in place. In theory, the South Eugene changes seem nice. I think to make it more convenient for riders is to have a bus take the same route but go the opposite way similar to the 66 and 67. That would help a lot of people avoid losing transportation to Albertsons and the UO that the 28 provides for them. | Thank you for your comment will be shared with staff and consideration. |
| 460 | 1/13/2020 | Abigail Fine | Comment form | 28, 73 | Fox Hollow and Donald St. (73) Larch and Amazon (28) | Discontinuation of Route | These changes would make my commute EXTREMELY difficult! The proposed reroute cuts off a swath of the South Hills from the UO campus. I am a faculty member who relies upon the bus to get to work. The UO intentionally makes parking unaffordable and impossible in order to force faculty to take the bus. But anyone living south of 43rd would be dramatically affected by your plan. Please do not cut off a large neighborhood where a significant population of faculty live! I am not sure how I would get to work if you did this, and my area is too hilly for comfortable cycling. Thank you for your consideration. Be wise and give a hoot. We NEED the #28 and #73 buses in South Eugene! Please! | Thank you for your comment will be shared with staff and consideration. |
| 461 | 11/27/2019 | Jean Murphy-To Director Nodin | Postcard | 28, 73 | N/A | Discontinuation of Route | Okay, you don't like my driving, but get used to it - LTD's planning to drop BOTH the #28 and #73 so we have no choice | Thank you for your comment will be shared with staff and consideration. |
| 462 | 11/27/2019 | Jean Murphy-To Director Skov | Postcard | 28, 73 | N/A | Discontinuation of Route | Please keep the #28 and #73 buses. I use them often to get to the YMCA. Others do too. And SEHS Students - they rely on the #28 | Thank you for your comment will be shared with staff and consideration. |
| 463 | 11/27/2019 | Jean Murphy-To Director Vargas | Postcard | 28, 73 | N/A | Discontinuation of Route | An alternative - if you actually drop the #28 and #73 routes - Please Don't! | Thank you for your comment will be shared with staff and consideration. |
| 464 | 11/27/2019 | Jean Murphy-To Director Yeh | Postcard | 28, 73 | N/A | Discontinuation of Route | I'm speaking for MANY when I say please keep the #28 & #73 buses! | Thank you for your comment will be shared with staff and consideration. |
| 465 | 11/27/2019 | Jean Murphy-To Director Yett | Postcard | 28, 73 | N/A | Discontinuation of Route | | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 466 | 2/24/2020 | Jeff Kidder | Email | 28, 73 | South Eugene | Discontinuation of Route | I wish to express my concerns with the proposed cancellation of routes 73 and 28 and the affects on the citizens in the south hills. Both of my children used 73 while they attended South Eugene High School and now they use 73 and 28 to attend the U of O and to commute to work. I realize that route 20 would be the replacement but the distance that people would have to travel to reach a stop on route 20 seems unreasonable. I personally know a number of low income and elderly that will be detrimentally affected. After reading the estimates that you've provided, I believe the affect to students, low income and elderly in the south hills and overall in the interest of stop frequency is a callous trade off. I hope you will truly consider the affect on the most vulnerable segments of our population before implementing any route changes. Thank you for your consideration, Jeff Kidder | Thank you for your comment will be shared with staff and consideration. |
| 467 | 1/31/2020 | John Baker | Email | 28, 73 | East Amazon | Discontinuation of Route | I would like to add my voice to those asking you do not eliminate the 28 or 73 bus routes specifically. East Amazon way has just been altered to be more friendly to pedestrians and cyclists. It is a sensible place for people to catch the bus downtown. I currently have a car but at times when I have not, bus service has been essential to me. I would receive far fewer visitors if my friends were unable to take the bus to my house. The convenience provided by bus service makes my house a much more desirable place to live and therefore, eliminating the service will significantly reduce the rental and sale value of my home. LCC students specifically are likely to rent from me and are likely to need the bus service to be active. I moved to this area with the assumption that Eugene was becoming more and more eco-friendly and accommodating to those who want to reduce their carbon footprint. Removing bus routes to the outskirts of the city seems like a big step backwards in this regard. I hope you will reconsider. | Thank you for your comment will be shared with staff and consideration. |
| 468 | 2/24/2020 | Meridith Kidder | Email | 28, 73 | South Eugene | Discontinuation of Route | As a resident of South Eugene, an area that is having two routes eliminated, 73 and 28, I protest. What portion of the 5% who are completely losing access are coming from this area alone? What accommodations are being made for the large number of South Eugene High School students, Spencer Butte Middle School students, and LCC plus UO students who rely on these bus routes to get them to school? The emissions from the number of cars required to provide all of these students with transportation to and from school, it seems, would far exceed any savings for LTD. Completely eliminating service for 5% of residents, including elderly, disabled, and other marginalized people to make service more convenient for 35% of residents is unacceptable. Access to services should be the first priority. Thank you for reconsidering your priorities and being responsive to the needs of all Eugene communities. | Thank you for your comment will be shared with staff and consideration. |
| 469 | 2/6/2020 | Rebecca Puterbaugh | Email | 28, 73 | South Eugene | Discontinuation of Route | Hello. I am a local taxpayer and parent, and my daughter and I are regular - almost daily - riders of routes 28 and 73. We object to the discontinuation of those routes, which would make commute to work and school unnecessarily hard for people who use these routes. All around, it would lower the quality of life for hundreds of people, particularly families. If you wish to increase ridership, what you need is better pricing and better marketing, NOT to discontinue vital bus routes like the 28 and 73. That would serve only to lower your ridership even more. Keep 28 and 73. Serve the people, not profit. | Thank you for your comment will be shared with staff and consideration. |
| 470 | 11/13/2019 | Monica McLellan | Comment form | 28, 73, 67 | Martin Street, US Station | Discontinuation of Route | (Second form) I take my child to school on the 28. When we get on at 7:55 at Martin Street, end of the 28 line, the seats on the bus are already nearly full. By the time we get to Charlemagne Elementary, the bus is full to capacity. After dropping my child off at school, I get back on and go in to campus. The 28 is used by students at Roosevelt Middle and South Eugene High, UO students, and UO faculty and staff, as well as people going downtown. The new map will not serve our needs. Proposed changes will -force more people to drive into town, increasing carbon footprint -cause a significant number of people to lose service altogether, which may have catastrophic consequences for affected individuals who are low income, disabled, or unable to drive -not necessarily increase ridership, since this is not New York. If people have to drive to get into town, they will probably drive around town. -exacerbate the parking problem for the UO and downtown. Please don't reduce coverage! | Thank you for your comment will be shared with staff and consideration. |
| 471 | 11/13/2019 | Laurie Gold | Comment form | 28, 81, 82, 91 | On Hillyard/32 and on 30th/University | Discontinuation of Route | I am 67 and don't drive. I depend on these routes and don't know what I would do if any were eliminated or decreased in frequency. | Thank you for your comment will be shared with staff and consideration. |
| 472 | 11/14/2019 | Jim Ball | Comment form | 28, EmX | East Amazon & Dillard Downtown Eugene Station McKinley & W 11th | Discontinuation of Route | Eliminating the 28 is a great inconvenience to me and will result in me using the bus less. Eliminating existing tributary routes in neighborhoods is a big mistake. If you implement these changes LTD will lose a lot of community support. I have been an advocate for LTD for years and I am angry. People in neighborhoods that lose service are not going to feel good about paying taxes to support LTD. | Thank you for your comment will be shared with staff and consideration. |
| 473 | 1/15/2020 | Lynn Thompson | Comment form | 28, EmX | Monroe | | Although these changes will not personally impact my commute into downtown on the weekends, I can recognize that they would have affected me negatively in years previously when I was taking the 28, and that it affects a lot of people I know. It has been my experience from the bus reroute at a different city that more frequent, less spread out routes look on the surface like they'll help (since folks aren't using those routes anyway) but that in reality, there is a need for folks to use those routes, and they would be using those routes with the same spread but increased frequency. Cost-cutting measures that reduce access to services that rely on people's access to their service to make money are not long-term solutions. In the long term, this will (and did in my old city) result in people finding different solutions to their commute or not commuting at all. | Thank you for your comment will be shared with staff and consideration. |
| 474 | 1/9/2020 | Marcy Easton | Comment form | 28, EmX | Hilyard at 28th, UO Station, downtown Eugene-Springfield | Support | While I might have to walk a few extra blocks to my appointment, more frequent service would be convenient. | Thank you for your comment will be shared with staff and consideration. |
| 475 | 1/6/2020 | Richard Romm | Comment form | 28, EmX | the stop at Martin and Center Way | Discontinuation of Route | I catch the 28 bus at Center & Martin Streets. I live up a steep hill on Nectar Way and have knees that are slowly giving out, so I park my car at that corner, and drive it up the 2 block hill after exiting the 28 bus. Where the new proposed route comes in at 43rd. I would have to get to 43rd & East Amazon. Because of the now narrower East Amazon St. due to the new bike lane, parking is not allowed anywhere near 43rd on East Amazon St. There is limited space on West Amazon and 43rd due to residents taking up curb space. Possible solution for me is to allow bus users to park at the lot that was a church lot but I believe is now St. Vincent de Paul's lot, and I'd be surprised if they allow parking there. Also, many students seem to ride the 28 in the morning, some who live way south of 43rd and continuing up Dillard Road into the hills. Other Dillard residents will be denied the bus use, ironic since they just built an expensive bridge connecting the 2 Amazons! there. | Thank you for your comment will be shared with staff and consideration. |
| 476 | 11/13/2019 | Monica McLellan | Comment form | 28,73,67 | Martin Street, Charlemagne Elementary, 30th, 24th, UO station, downtown station | Discontinuation of Route | The Transit Tomorrow chart that "shows how frequently people can access a bus... making it more convenient," actually shows that in every category the percentage of people without any service will increase (except for the "jobs" category, but jobs aren't people). I will be one of those people who will have no service. I would infinitely prefer to have reduced service, even fewer than one bus per hour, than to have no service at all. Of course, I would prefer to have regular bus service, and I live where I live mostly because of the 28 (I do not have a car). Many of us plan our lives around bus schedules, and the UO and 4J count on us being able to depend on LTD buses. Please do not sacrifice your regular, dedicated riders who depend on the bus to be able to get from their homes to work, school, medical appointments, and groceries, in order to chase after the unproven possibility of more frequent rides from a smaller number of riders. I truly don't know what we will do without service. | Thank you for your comment will be shared with staff and consideration. |
| 477 | 2/25/2020 | Karen Covino | comment form | 28,73,82,36, | Transit Tomorrow | Discontinuation of Route | How about making the 28 plus some times, I ride the bus 5-7 day /week. It had been this way for 12 years. it is a big reason we are able to live where we are. I use it for medical appointments, shopping, university, library, movies. | Thank you for your comment will be shared with staff and consideration. |
| 478 | 11/20/2019 | Jon Sawyer | Comment form | 33, 13, 55, 67 | I live off #13. | Discontinuation of Route | I understand that the ultimate goal is to improve access; but I must protest the lack of service to the friendly/chambers neighborhoods. I both work in homes and have friends that live where I could not get a ride to anywhere near. | Thank you for your comment will be shared with staff and consideration. |
| 479 | 11/19/2019 | Ellen Meiji | Comment form | 33, 18 | Downtown station and 24th and Jackson | | I live just north of 24th and I have another option; I have Route 18. Obviously Route 33 is my most convenient option, and we actually bought our house with the requirement of being close to transit. My concern is related to the big empty area in the Transit Tomorrow plan south of 18th and west of Willamette that the 33 currently serves. The 33 has destinations: schools, Market of Choice shopping area, and Amazon park. It helps people living in the south west quadrant to get out. I have serious concerns about the loss of that route. I am also seriously concerned that I found out about this through word of mouth. There are no signs on the bus, it is not in the Reader Digest, not in the Bus talk brochure, not in the news section of the LTD website!! It is NOT RIGHT to push a huge change in secret that will surely cause stress to lots of riders! It's causing me stress that I have to hunt for information that has a big impact on my life and schedule. Talk about this in public! | Thank you for your comment will be shared with staff and consideration. |
| 480 | 12/24/2019 | N/A | Comment form | 33, 24, 51 | Eugene Station | Discontinuation of Route | Way less convenient for me. | Thank you for your comment will be shared with staff and consideration. |
| 481 | 11/19/2019 | Annabelle Tsui | Comment form | 33, 28 | Near all the following: 28th and Friendly, 29th and Willamette, Amazon Station, downtown, near 18th and Willamette. | Discontinuation of Route | I am a teenager and I don't have the priveledge of owning a car. I don't want to own a car and contribute to pollution when I can take the bus instead. My ONLY form of transportation is the bus and my two feet. If the #33 doesn't serve my neighborhood then getting to school will be a long dark walk in the rain each day. Please don't take away what limited freedom we teens have! We need that bus! | Thank you for your comment will be shared with staff and consideration. |
| 482 | 11/15/2019 | None Given | Phone | 33, 28 | | Discontinuation of Route | Caller is concerned about the elimination of the 33 and other South Eugene routes. She stated that they have as much right to service as everyone else in the system. She utilizes the bus for all types of service and that it is a fun activity. The feedback that she has heard is that in meetings thus far, it sounds like it is a done deal and that the decision makers are not listening to people concerns. She likes the idea of more frequent service on the 36 but disagrees with the elimination of other routes. She would also like to see more service to recreation areas (Pisgah, etc.). | Thank you for your comment will be shared with staff and consideration. |
| 483 | 11/18/2019 | N/A | Comment form | 33, 36 | Polk and 24th St for the 33. I walk to the bus stop. 18th and Tyler for the 33. I park my car near the bus stop as it is 6 blocks from my house | Discontinuation of Route | Saw no public info on bus or ride center telling of these changes during decisionmaking. Read it in the newspaper. Bought our house 4 months ago three blocks from 33 line so I would have bus service as I age with a disability. I can still drive but do not know how much longer I will be able to and I love riding the bus. Urge you to rethink your decision on route cutbacks and leaving certain areas totally uncovered for current riders, in hopes you'll pull in new riders. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 484 | 11/21/2019 | Willow Rivers | Comment form | 33, 36, 13 | 33: 24th at Adams, Jefferson at 18th, Eugene Station, or 28th at Friendly 36: Eugene Station, 18th East of Jefferson, or 18th West of Mistletoe 13: Centennial East of 18th or Eugene Station | Discontinuation of Route | As a high school student who resides in the Friendly neighborhood and buses to and from Churchill, eliminating the 33 would cause myself and my family hardship and add significant walking time to my commute each day. I also use the bus to go to and from the library and other parts of town, where I often end up with many heavy books. The 33 being rerouted a few years ago already changed the convenience of using the bus significantly. | Thank you for your comment will be shared with staff and consideration. |
| 485 | 1/31/2020 | Magdalen Rose | Email | 33, 55 | South Hills | Discontinuation of Route | I understand LTD is making some improvements to the system that are causing quite a stir with passengers. I wanted to make some suggestions based on my needs as a frequent passenger. I live in the South Hills and use Route 33 to get to and from work every day. I also use Route 55 to get my daughter to school. Going forward, I want to stress how important it is to preserve bus line access to the South Hills because of the tremendous incline of the area. If the route were to be combined and moved away from Chambers Street, this would leave myself and several other riders with no way to get down the hill. I already hike about 20 minutes up the hill from the nearest bus stop. I frequently see other passengers doing the same. It's doable, but any further away would be unmanageable. I don't have a car, so I'm quite dependent on Route 33 in my day to day life. I really hope we can find a way to keep bus line access to the South Hills! | Thank you for your comment will be shared with staff and consideration. |
| 486 | 2/10/2020 | Magdalen Wyatt | Comment form | 33, 55 | Friendly Neighborhood | Discontinuation of Route | It is extremely important to maintain service to the South Hills. | Thank you for your comment will be shared with staff and consideration. |
| 487 | 2/10/2020 | Karen Carlson | Comment form | 33, 66, 1 | Friendly Neighborhood | Discontinuation of Route | I have lived on the 33 route for over 30 years. As a commute to work service, it was acceptable, though if I missed a bus, I walked all the way downtown because that got me there faster than waiting for the next bus. Before the route was extended to Amazon, it took me an hour and a half to get to LCC, by way of the downtown hub. There has never been good evening service. If people cannot use it recreationally, car dependence is assured. When events have made the LTD free, the 33 is packed. The ridership there - it just isn't the choice over more convenient modes. | Thank you for your comment will be shared with staff and consideration. |
| 488 | 11/29/2019 | Allegra Hefenstein | Comment form | 33, 66, 67 | 24th & Chambers | Discontinuation of Route | I ride the bus with my husband, we are both over 65, retired, veterans, we ride for free but would be willing to pay a reasonable amount for a bus pass to ride. My husband is currently disabled by recent surgery and would find it difficult to walk to 18th to catch the bus there. Many in our neighborhood are senior citizens. There are always other riders on the bus and usually other riders at our specific starting point on Chambers/24th. One of the reasons we bought our house over 20 years ago was the nearby bus route. Our kids lived at home at the time and rode the bus to high school. | Thank you for your comment will be shared with staff and consideration. |
| 489 | 12/9/2019 | Cathy Ellis | Comment form | 33, 66, EmX | Madison & 24th | Other | I do have a car, but I love the bus for convenience & to reduce pollution and downtown traffic. | Thank you for your comment will be shared with staff and consideration. |
| 490 | 1/29/2020 | Jean Murphy | Email | 33, 73 & 78 | South Eugene | Discontinuation of Route | I went to our FAN (Friendly Area Neighbors) meeting last night, Wednesday, and was disappointed and shocked at what seem to be drastic changes....I already knew you plan to eliminate my local bus (33) but I did NOT realize that you also plan to eliminate two other buses that I now can take to the UO, without having to go downtown to catch EMX. The 73 and 78 are the ONLY crosstown buses that go to campus without a stop downtown. Haven't people agreed for years about the benefit of crosstown routes? I have to walk 8 blocks to catch the 78, and 9 blocks to get the 73 (unless the 33 is running), but it has been worth it to get directly to campus. To get EmX I have to walk 8 blocks to get the 36, or 7 blocks to get the 24, go downtown and get the EMX. Of course any UO students in my neighborhood will have to do the same.... also: how do you KNOW that more frequent buses in other neighborhoods will result in more riders? have other cities tried it successfully? I understand the theory, but I'm afraid hundreds of us South Eugene residents will lose our buses and it will be in vain, that people out River Road and West 18th and Royal Avenue already take the bus if they want to, and will not leave their cars at home just because their bus runs more often. | Thank you for your comment will be shared with staff and consideration. |
| 491 | 2/10/2020 | Jean Murphy | Comment form | 33, 73, 24 | YMCA | Discontinuation of Route | We are in our late 70's; as we age, we prefer taking a bus downtown, to the doctor, or to my classes at the YMCA...without the 33, we will have to walk 8 or 9 blocks, on streets without sidewalks! Can't we keep LIMITED service? Less Convenient? Impossible! I am very worried we could lose route 33! We live at 26th and Jefferson and rely on it to get downtown to doctor appointments, to Woodfield Station, and to connect with #73 to get to the YMCA! | Thank you for your comment will be shared with staff and consideration. |
| 492 | 12/24/2019 | Jean Murphy | Comment form | 33, 73, 24 | 28th & Jefferson or 24th & Madison | | I rely on the bus especially during the dark and rainy months when walking and biking are horrible, which is between October - April! | Thank you for your comment will be shared with staff and consideration. |
| 493 | 2/11/2020 | Andrew Howard | Email | 33, 78 | Southeast Neighborhood | Discontinuation of Route | Just to put in my two cents worth about the possible changes in LTD service: I have a Senior card to ride LTD (Thank you very much...!). I don't have a car, I do ride my bike for many short trips, and ride the bus a few times a week on average. I use up to 4 different routes at least somewhat regularly, depending on destinations, plus EmX, and rare trips on other routes. I understand that two of the routes I sometimes use, 33 and 78, are up for potential elimination. I also understand the trade-off between frequency and coverage of service; but for me, the occasional inconvenience of timing a trip to accord with a 30-minute, vs a 15-min bus schedule, is a better option than not being able to get to certain area at all, or via a significantly longer circuitous route. I'm sure you have many factors to consider as you plan changes to the system to make it viable for as many people as possible. | Thank you for your comment will be shared with staff and consideration. |
| 494 | 2/10/2020 | David Lynn | Comment form | 33, 78 | Eugene Station | Discontinuation of Route | Please keep the route. People need it. | Thank you for your comment will be shared with staff and consideration. |
| 495 | 2/24/2020 | Nancy Bray | Email | 33, 78 | Monroe Street | Discontinuation of Route | Please do not eliminate route #33. My husband and I use this bus several times each week. I am also concerned about the elimination of route #78. I worked at the UO for five years and took that bus every day, and it was always full. To have a bus that went directly to UO without stopping downtown was great. Without that route, it would require taking two buses to get to UO, and that would take much too long for commuters. | Thank you for your comment will be shared with staff and consideration. |
| 496 | 1/29/2020 | Nancy Nichols | Email | 33, 78 | Willamette | Discontinuation of Route | Eliminating the 33 line is short-sighted. Removing all service south of 18th and west of Willamette will cause hardship for current and future residents. With the recent change in zoning, more accessory type dwellings and duplexes will be built. These new smaller dwellings with no requirement for off-street parking are more likely to be occupied by people who have no car. I am 71 and have only recently started regularly using the bus. The 33 and the 78 lines are important to me. A less frequent schedule would be much preferred to eliminating these two routes. I urge you to keep both of these lines. | Thank you for your comment will be shared with staff and consideration. |
| 497 | 2/10/2020 | David Lynn | Comment form | 33, 78, 1 | Eugene Station | Discontinuation of Route | Please keep this route. The people need this route. | Thank you for your comment will be shared with staff and consideration. |
| 498 | 12/6/2019 | Keith Beyer | Comment form | 33, EmX | 24th & Polk and Downtown Eugene | Discontinuation of Route | "Less convenient" doesn't even cover the impact this would have on me. Life altering would better describe the loss of my frequent trips to the library and to the Learning in Retirement meetings I attend. More important are the losses to come. My aging already is reducing my independence, so losing #33 bus means I won't take advantage of the programs at the Campbell Center, nor occasional movies in the local theaters. Or, in fact the simple ability to get easily and casually into the city center. For some reason, as I think about my aging, I imagined I had a leg up with the local bus system, something that has been very good to me. Now, I guess, it's a goner. | Thank you for your comment will be shared with staff and consideration. |
| 499 | 12/27/2019 | N/A | Comment form | 33, EmX | 28th & Tyler/Van Buren 24th & Jackson | Discontinuation of Route | My life would be drastically impacted by changes or elimination of #33. I depend on that bus to get to the library and to the station to catch other buses. I am fortunate that I am mobile, others on the #33 have mobility challenges - lots of seniors and school kids ride that line also. If anything I would like to see service on Sunday. I am hopeful you will consider other issues besides # of riders before making changes that will impact lives. | Thank you for your comment will be shared with staff and consideration. |
| 500 | 11/28/2019 | Scott Stolarczyk | Comment form | 33, EmX | 28th and Powell | Discontinuation of Route | Elimination of 33 will mean that I will not have any convenient bus option. The next closest bus route is about 3/4 to 1 mile away, making it extremely inconvenient. Elimination of this route cuts out an very large amount of the southwest Eugene area from accessible bus options. I have been a frequent and consistent bus rider for over 10 years. The decision to make some routes on 15 minute intervals and to eliminate others does not improve overall transit options for the community. | Thank you for your comment will be shared with staff and consideration. |
| 501 | 11/19/2019 | Tricia Heidin | Comment form | 33, EmX | Near 28th and Tyler | Discontinuation of Route | It's ridiculous to eliminate the 33 and leave us in the Friendly Neighborhood with no bus transportation!! I'm a retired senior and will be relying on the bus more and more. I already would ride this bus route more if it didn't stop running at 8 pm leaving me stranded after evening events downtown or at the university. This new plan of yours is stupid, stupid, stupid!! Are you just pretending to want feedback having already made up your minds? You need to think again!! | Thank you for your comment will be shared with staff and consideration. |
| 502 | 2/25/2020 | Marji McPherson | comment form | 33,24,28,36 | Transit Tomorrow | Discontinuation of Route | Please do not change the (above) south route, we use all of these routes to the furthest south area. We all need these full routes currently in existence, Thank you. | Thank you for your comment will be shared with staff and consideration. |
| 503 | 2/25/2020 | Keli Osborn | comment form | 33,36 | Transit Tomorrow | Discontinuation of Route | This plan would make my life more difficult when riding Route 33 in inclement weather but not so much to dissuade me from riding #36, and, if you increase the frequency of Route 36, it may be better overall. | Thank you for your comment will be shared with staff and consideration. |
| 504 | 3/6/2020 | Elaine Leland | Comment form | 36, 78, 28 | Eugene Station | Discontinuation of Route | This is a bad idea. How about a better idea? Why don't you keep the routes as they are or modify them thus maintaining service. Also some of your routes you are cutting are cruel and unnecessary. Most of us live in neighborhoods because of transportation availability. You are going to cause more people to get into cars. This puts an undo hardship on the elderly and disabled. Also, this will impact people trying to get to work. I am starting to believe that special interest is what is driving this project. You are impacting people to get to work, doctor appts., activities such as the senior center, library, and other resources. | Thank you for your comment will be shared with staff and consideration. |
| 505 | 1/15/2020 | Rachel Aronowitz | Comment form | 36, EmX | 18th/City View | Discontinuation of Route | There isn't an easy way to get from 18th street to 11th to go to Fred Meyer if you change the bus route. | Thank you for your comment will be shared with staff and consideration. |
| 506 | 2/25/2020 | Chris Leland | comment form | 36,78,1,82,52,66 | Transit Tomorrow | Discontinuation of Route | I thought this was suppose to be a public comment! Very disappointed! | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 507 | 2/24/2020 | Mary Addams | comment form | 36,78,EMX,28 | Transit Tomorrow | Discontinuation of Route | The # 36 would be better but not the 78 or 28 The best way to increase ridership and get cars off the road (reduce pollution) is to have free fares. The State and Federal gov't should help subsidize, as well as take money from the ODOT budget. P.S. The drivers are such good drivers and also very kind. | Thank you for your comment will be shared with staff and consideration. |
| 508 | 1/13/2020 | Christina Conway | Comment form | 40, 41 | Various | Discontinuation of Route | Please continue service in the Bethel part of Eugene. These routes serve seniors and low-income people living in trailer parks and mobile home communities to reach health services and work throughout the rest of Eugene. Eliminating these services would disproportionately harm these lower income people in the Bethel/Barger/99 area. | Thank you for your comment will be shared with staff and consideration. |
| 509 | 12/17/2019 | Mark Dodd | Comment form | 40, EmX, 82 | Eugene Station | Discontinuation of Route | Please don't change a thing. Why try to fix something that isn't broken? | Thank you for your comment will be shared with staff and consideration. |
| 510 | 12/27/2019 | Jere Rosemeyer | Email to Tom Schwetz | 41 / All | N/A | Impact to ridership > emissions | I would like to see statistics and projections for reductions of carbon emissions likely from the proposed route and schedule changes. (I realize that the original proposals have been withdrawn and are being reconsidered and that community response opportunities will be available next year). Along with everyone else whose comments I have read, I am very concerned about LTD's ability to reduce local emissions by encouraging current car drivers to switch to mass transit as much as possible. I am also very skeptical that this has happened so far and that it will be enhanced by the current proposals. I ride the bus at least two or three times a week. Frequently more. I'm retired now, but when I was working I rode the bus to and from every work day. As I look around at my fellow riders I estimate that the vast majority of them either do not own cars or cannot drive. Perhaps I am wrong. I would like to see statistics on what percent of ridership actually could drive but choose the bus for whatever reason. I would like to see these statistics over time. I am one rider who has a car and can drive if I need to. I prefer to take the bus, partly for selfish reasons and partly altruistic ones. My main bus route is the #41. Under the new proposal it would definitely be harder to get around, either in-bound or out-bound. I would have to walk almost three times as far to catch an inbound bus and farther to catch an outbound, or I would have to transfer. So, bottom line - there is a good likelihood that I would be driving my car more, not less. So I would definitely like to see how LTD can project that these proposals would result in less emissions. Thank you for your time. Any feedback and links would be appreciated. | Thank you for your comment will be shared with staff and consideration. |
| 511 | 1/12/2020 | Pat Slayer | Comment form | 41, 12, EmX | 41 - 13th near Chambers 12 & EmX - Eugene Station | Discontinuation of Route | I also ride EmX. Depending on where I'm going the trip takes longer. I also ride #55 and EmX to get to West 11th and Tyinn and West 11th and Senica from stop at 11th and Almaden. | Thank you for your comment will be shared with staff and consideration. |
| 512 | 12/20/2019 | Daniel Geisler | Comment form | 41, 13, 51, 52 | Fairfield and Hawthorne | Discontinuation of Route | The new bus route will leave one thousand retired living units without transportation along Fairfield. I will have to move if the bus change goes through, possibly out of state. | Thank you for your comment will be shared with staff and consideration. |
| 513 | 12/18/2019 | Jere Rosemeyer | E-mail to Caitlin Vargas | 41, 66, 67, 82 | All | system change | I am not happy about the proposed changes to the LTD System. I obtained maps of the proposed changes at the Downtown Customer Service Ctr. My main bus line is currently #41. This line will be dramatically changed in the proposal. 1) I currently pick up the inbound bus at the corner of Concord and Jacobs, about three blocks from my house. In the proposal, I would have to walk over twice as far, to the corner of Jacobs and Fairfield. Keep in mind that my current stop is the closest to Lansby Place where a lot of folks with walkers and wheelchairs live. The new plan would put an extra burden on them. 2) The new route would go over the railroad tracks just north of Four Corners, where, inbound and outbound, it will be subject to delays caused by passing trains. This happens regularly. The new route will take me inbound thru the Whiteaker. Big Whoop! I never go there. 3) Currently I can easily catch the outbound 41 if I want to go to the shopping centers at Royal and Danebo or at Commercial and W. 11th. New plan: I either have to walk very far to catch the 54 or transfer buses, probably at Winco. In sum: any connections I want to make will become harder. 4) Note to LTD route planners: THIS IS LANE COUNTY, WESTERN OREGON, WILLAMETTE VALLEY. IT RAINS A LOT. NOT TO MENTION ICE AND SNOW. CONNECTIONS SHOULD BE MADE EASIER, NOT MORE DIFFICULT. I also regularly take buses out Coburg Road to my dentist and to Costco. 5) I notice that under the new plan, I will have to walk from Coburg Road to the Costco entrance. 6) How will new routes 61 and 62 be organized? One way each? More transfers? What will the schedules be? Less frequent? I also regularly take a bus from downtown to the Lane Blood Bank at 24th and Willamette. Is the number 82 going to be discontinued? That is the bus I now take. Now, for the big picture. Years ago, I attended a public meeting when EmX was being planned. I testified that while I had no problems with it per se, if the cost of maintaining it meant that other routes would be cut, then I was vehemently opposed. And lo, it has come to pass. If these new proposals are instituted, LTD should change it name to BBTD, Big Box Transit District. In short, the goal of planning should be to make riding the bus easier and to get more people to ride. These goals will not, in my opinion, be met by these new proposals. Back to the drawing board. | Thank you for your comment will be shared with staff and consideration. |
| 514 | 1/24/2020 | Marissa Conover | Comment form | 41, EmX | N Terry | Other | I get on emx at commerce stop The loss of service to Barger at Mary Lee will make it very hard for me to go to work, the Hilyard Center, Special Olympics, or bowling. It is a very long walk on a very busy street to Barger and Terry so I can not do it. The lack of evening service and no Sunday service makes me have to use RideSource at times when I could use the bus if it came out here all the time. | Thank you for your comment will be shared with staff and consideration. |
| 515 | 1/21/2020 | Kevin Mullins | Comment form | 41, EmX, 28 | Mary lee | Discontinuation of Route | Also, there are many new houses going in in this neighborhood and lots of teens that could use the bus if it ran in the evening and Sundays. It makes other people just drive their cars because people don't have time to make it home after work before the bus service ends and Barger is too busy to tell teens to ride their bikes so people drive their kids places in the evening. There are lots of potential riders out here but partial service is not fun to depend on. | Thank you for your comment will be shared with staff and consideration. |
| 516 | 3/6/2020 | Anne Marie Levis | Letter | 4-j routes | 4-J Routes | Discontinuation of Route | Thank you for taking the time to read this letter sent to you on behalf of the 4J board in response to the changes that will be made to LTD's transportation system under the Transit Tomorrow plan. We believe these changes will have significant negative impacts for our students and especially will impact on the equity and access to education for our students. We sincerely appreciate LTD's partnership providing free rides for our local youth. Providing this service has made public transportation more readily accessible and has aided in 4J delivering a more equitable education to all of our education. We do understand the restrictions on funding for public agencies and the need to make changes when budgets are tight. We also felt it was important to bring up some concerns directly. Under the changes proposed in the Transit Tomorrow plan, there will be significant impacts to our students and their ability to get to various schools. Specifically, the cuts proposed to the 12, 28, 73, 24, 27, 33, 55 and 78. These routes currently serve the following 12 of our 4J schools. Eliminating these bus lines would compromise transportation for students attempting to attend their neighborhood school, alternative programs, and schools selected through our school choice policy. 4J does not provide transportation to our high schools, alternative schools, charter schools, or neighborhood schools enrolled through school choice. Students at these high schools who will be most impacted are those for whom alternative, private transportation to and from school is not an option. It is our hope that you will reconsider these eliminations or consider reducing the frequency of buses, maintaining the routes during the times when ridership amongst our students is heaviest - the early morning and after school hours. | Thank you for your comment will be shared with staff and consideration. |
| 517 | 11/26/2019 | Marti Black | Comment form | 51, 36, 24 | 1st and jefferson | Discontinuation of Route | 1st and jefferson out and inbound is my origination point, and you now plan to eliminate the 51 bus route. i will have to walk 7 blocks to 5th st, take a bus downtown, ride outbound for heaven knows how long, and finally travel down river road, a trip now taking 15 minutes. repeating the process when returning, impossible for disabled or elderly.;; abandon your plan to eliminate route 51. 1st st is a major direct arterial to and from river rd. many disabled and elderly live along this route and will be unable to walk to 5th st to take a bus downtown and transfer to a bus traveling quite a distance before going down river rd. in my case, it will require walking 14 extra blocks round trip not to mention the cumbersome necessity of transferring and riding an additional two buses minimum. in 2 years i require foot surgery and the year after surgery on the other foot, obviously making your new route inaccessible for me. there are many others who are permanently disabled or too frail who reside in this primarily lower income area who depend on reliable and accessible bus service, as you describe in your mission. your proposal in no way corresponds to that description. | Thank you for your comment will be shared with staff and consideration. |
| 518 | 1/16/2020 | Carley Phelps | Comment form | 51, 50 | river road and maxwell | Discontinuation of Route | Service more often will help me get where I need to go, with more flexibility. The 51 is slow with all the traffic on first street. consolidating the routes will be more convenient. Thank you. | Thank you for your comment will be shared with staff and consideration. |
| 519 | 1/14/2020 | Evelyn Taylor | Comment form | 51, 52 | Arrowhead and Irvington River road | Discontinuation of Route | I just have an issue with less service to those who need it. These people can't walk 1-2 miles for bus service. It impacts the elderly, the disabled and the poor who are already under hardship. This isn't about giving more people better service it's about money. I couldn't care less if Riverroad has service every 15 minutes but I do care that those who need it now won't have access. Based on the proposed changes to the Transit routes, I am most concerned with the lack of access to the Emerald Park area since Route 55 will be discontinued. This is a vibrant area that deserves transit service, especially for our disabled residents that need access to the park for fitness purposes thus freeing RideSource to help others with their transportation needs. Somehow, I believe our residents that have walking challenges should have regular bus services to those facilities that can serve them best. Emerald Park is one of those places. Since I am an able-bodied person, I can live with the decreased service that LTD proposes. However, my wife has walking challenges and frequency of service is much less important than having easier access to the important locations in Eugene. | Thank you for your comment will be shared with staff and consideration. |
| 520 | 1/20/2020 | Greg Beisner | Comment form | 51, 52, 55 | Scenic Drive | Discontinuation of Route | Thank you for considering our input. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 521 | 12/4/2019 | Carleen Reilly | Comment form | 51, 52, EmX | River Road at Hilliard | Discontinuation of Route | This survey doesn't represent my rides. I bus once or twice a month. But, I represent my neighborhood and their collective needs. Seniors & disabled need safe access to public transportation and are often carless: safe intersections and safe bus stops for waiting, ease of entry to and exit from bus, adequate spaces on bus for wheelchairs and walkers, etc. Moms with toddlers and strollers need much the same services. The half-mile that I live off of River Road would be impossible for elderly and moms to traverse to access public transit. I drive my car and park it near River Road to catch the bus. Some people do not own that car. How are people going to get from inner neighborhoods to the corridor? I prefer to take the bus to driving, but if it doesn't go to the places I want to go, I will continue to drive. I appreciate the bus going downtown Eugene, Springfield, and UO, where I frequent; but not useful for grocery shopping or doctor appt. Safety is highest priority. | Thank you for your comment will be shared with staff and consideration. |
| 522 | 12/12/2019 | Nicole McCall | Comment form | 51, 52, EmX | 1st and Vanburen | Discontinuation of Route | These changes are being proposed by people who's livelihood does not depend on these routes. These decisions are being made by people who don't even ride LTD. These board members are determined to make life unnecessarily hard for the disabled and the working poor, most people riding LTD do so because they don't have a choice. LTD has invested in Touch Pass and free rides in EM-GO while ignoring the needs of people who's life and jobs depend on these routes. | Thank you for your comment will be shared with staff and consideration. |
| 523 | 11/14/2019 | Sally Hovey | Comment form | 51, 52, EmX | Eug Stn, River Rd Stn | Other | WHAT ARE THE CHANGES?! Where on your website can I learn what the changes will be? That's the reason I'm providing feedback; WHAT ARE THE CHANGES? | Thank you for your comment will be shared with staff and consideration. |
| 524 | 12/9/2019 | Sharon Gray | Comment form | 55, 51, 52 | River Road | Discontinuation of Route | These routes get me to grocery stores, medical appointments, other shopping. They are my only mode of transportation. I know LTD thinks this is progress, but they should also consider school students; sometimes this is their only option to get to school. And senior citizens could be imprisoned in our homes with not contact with other people. Also consider this some socializing. At 82 years old, I can not walk to Maxwell and I'm not alone. | Thank you for your comment will be shared with staff and consideration. |
| 525 | 11/19/2019 | Andria Schulze | Comment form | 55, 82, 24 | Park Ave & Park Terr Willamette & 24th Amazon pkwy & 24th | Discontinuation of Route | While I definitely would appreciate more frequent and later service, these changes would make it harder to get to a bus route. I live in north Eugene and work in south Eugene, and typically bike. The reason I don't take the bus more is because it stops running by my house before I can get to my downtown connection after work. If I can't make the 55, I'll take the 51, but the extra half mile I have to walk discourages me. If I had to do that every trip (especially in the morning when trying to get to work on time), I'd definitely take fewer of them. It already takes less time to bike than bus. Usually I take the bus if the weather isn't bike friendly, or if I have an injury (I throw my back out somewhat regularly). Adding half a mile of walking to each of my daily trips wouldn't be great in either of those cases. If bus access is more difficult for me, I will definitely drive my car more often. | Thank you for your comment will be shared with staff and consideration. |
| 526 | 11/27/2019 | Lisa Barnett | Comment form | 55, EmX | N. Park and Nadine. | Discontinuation of Route | I am a 54 y.o. who is very disabled. I cannot walk to River Road or even Maxwell Street just to catch a bus. I can't walk that far. The 55 is the ONLY way I have to be able to get around. PLEASE reconsider changing the 55! I am not the only disabled or elderly person who uses this route. What about us? Are you going to come pick me up and take me to the nearest bus stop? No, I thought not. | Thank you for your comment will be shared with staff and consideration. |
| 527 | 1/12/2020 | Lisa Barnett | Comment form | 55, EmX | I use the stop at N. Park and Nadine. | Discontinuation of Route | If you get rid of the 55, I will literally be stranded. I cannot walk the 1/2 mile to Maxwell, let alone walk the mile + to River Road! I am elderly and disabled. What the hell am I supposed to do???? I am on disability. I do not have the money to call a cab or Uber several times a week. PLEASE, PLEASE reconsider the N. Park Ave route. I am very angry and frustrated. How can you do this to people? | Thank you for your comment will be shared with staff and consideration. |
| 528 | 2/24/2020 | Kim Kephart | Comment form | 55, 51, 52 | Transit Tomorrow | Discontinuation of Route | I would like more access closer to home rather than less. In my opinion it would be better to increase some routes to an every 15 minute schedule, but to also have ancillary parts that remain more or less the same as are currently in place. I mostly have to walk a mile to and from my work in 100 degrees or below 32 degree weather in winter, down a thoroughfare with no sidewalks at nighttime conditions. LTD isn't operating under a deficit, to my knowledge, so why the sudden push to end service for a population who need and rely on it? I've read these proposed changes would affect 2% of riders. I've read that percentage to be 600 people. I've also read 6,000 people would be affected. Low income, senior, disabled, and people of color will be hard hit by all of this. Furthermore, there is no real reason given that defend the implementation plans (to my mind). I also am curious about having some bus that would possibly run routes through neighborhoods, connecting to more frequently routed "conduit" corridors...having lived in Portland the last 15 years. (I'm the 3rd generation Eugeniean by-the-way) I'm very used to transferring between buses to more seamlessly arriving at my intended destination. Please increase the frequency of some routes and extend the Sunday evening run times. In the meantime, please don't take away service on existing bus lines. This entire process on behalf LTD seems hopelessly obfuscating. | Thank you for your comment will be shared with staff and consideration. |
| 529 | 3/11/2020 | Brady Hilgenberg | Comment form | 66, 67 | Work | Support | While my commute to work will have increased headways from 20 to 30 minutes, my access to the rest of the system (which I use as my primary mode of transport) will dramatically increase. I strongly support the direction that LTD is taking with this redesign. I also hope to see more bike/pedestrian infrastructure and EmX routes! | Thank you for your comment will be shared with staff and consideration. |
| 530 | 1/15/2020 | Brandon Vaughan | email | 66, 67 | N/A | Transit Tomorrow | Didn't you just cancel one plan or did you come up with the worst one to hinder the people of your bus system? You're trying for a whole bunch of new buses on the road and cutting routes and making the system worse and you don't even try and fix the current system so now you're putting out a new survey bus plan and we haven't seen it yet. Buses like the 66 and 67 need some work done and buses like the 40 and the 41 need to run along with that. You guys need to work on your bus stops get them out of those vanishing areas of the trees stop put him behind trees put him in front of the trees or do something because drivers can hardly see, and people stand out on the curb side just to catch a bus. Personally I think the you're just ignoring all the feedback and doing whatever the hell you want to do so I don't expect an answer to my questions because you don't care. | Thank you for your comment will be shared with staff and consideration. |
| 531 | 12/11/2019 | Cierra | Email | 66, 67 | Coburg Road | Change of Route | I ride the route 67/66 to and from my office every work day. I have two sets of comments and questions about the proposed route changes: 1. Will the routes 61/62 replacing 66/67 continue to service all the same bus stops? I make use of the stops just south of Bailey Lane at Coburg Road, and would very much like to see these stops continue to be serviced. Having to walk to the next stop would be a hardship for many riders, especially those who walk or use a mobility device to get to the bus from a side street. 2. Will there be a new stop created for the 62 on Coburg Road just south of Chad Drive? Costco, the health services buildings on Suzanne Way, and the other shopping centers in the area are popular stops along the current 66/67 routing. It appears that customers traveling north on the 62 may now have to travel all the way to Gateway and back around before they can get off at the Costco shopping plaza stop. This would significantly impact the ability of travelers to reach their destinations in a timely manner. I would highly recommend a route method that enables northbound riders to disembark and board near Costco or the previous Shopko location without having to circle around. | Thank you for your comment will be shared with staff and consideration. |
| 532 | 12/20/2019 | Deborah Cordell | email | 66, 67 | Gilham | Discontinuation of Route | I live on Gilham Road near Crescent Avenue. I bought my house five years ago so that my adult autistic son would have easy bus access to his life in Eugene. I also will use the bus more in the future, as I am not getting any younger. I have heard from many of my neighbors on North Gilham Next-door, that we would like to keep our bus route. Please keep Routes 66 & 67. | Thank you for your comment will be shared with staff and consideration. |
| 533 | 2/24/2020 | Donna Snider | Email | 66, 67 | N/A | Discontinuation of Route | Please do not cut Route 66 or 67. These routes provide a feeder to many other areas. There are many students that live in this part of town and depend on bus transportation. | Thank you for your comment will be shared with staff and consideration. |
| 534 | 12/16/2019 | Flora McAllister | email | 66, 67 | Gilham | Discontinuation of Route | I have 2 students who are paying fares to get to work and school from Gilham to U of O. I read on the neighborhood bulletin that LTD is considering the elimination of both these routes. I am also paying transportation cost supporting LTD because I also work downtown. Next year, I will have another student paying and attending school at the U of O. As a tax payer and a concerned citizen of green alternatives to help our environment, please do not eliminate these routes. (I ride my bike to work). | Thank you for your comment will be shared with staff and consideration. |
| 535 | 12/16/2019 | Karen Ziros-Smith | Email | 66, 67 | Crescent | system change | I am writing to voice my concerns about reducing the 66 and 67 routes. We are seniors who are being more intentional about taking the bus. We already have to walk about 8 minutes to get to Crescent to catch the 66 and 67. There is no other easily accessible bus route to take from the North Gilham area that I am aware of. I have been hoping for years that LTD would add a route to the North Gilham area. I'm also conscious of the fact that there is a low income, St. Vincent de Paul housing community in our area with easy access to the 66 and 67 routes. How will those folks access bus transportation to work and school? Please reconsider this decision and also let me know if I am misinformed. | Thank you for your comment will be shared with staff and consideration. |
| 536 | 1/12/2020 | Luca Johnson | Comment form | 66, 67 | Eugene Station | Discontinuation of Route | Changing the 66 or 67 into different routes is unnecessary and inconvenience. It would make getting to work more or of a hassle. If this goes into effect I plan to get a car and stop riding Ltd. | Thank you for your comment will be shared with staff and consideration. |
| 537 | 12/29/2019 | Shannon Baimbridge | Comment form | 66, 67 | bus near Dairy Queen on Coburg Rd. | Discontinuation of Route | By eliminating the 66/67 route my high school son will have to leave the house even earlier to get on the 61 and then get off and wait for the 62 to get him down Coburg Rd. to the high school. He already leaves an hour before classes start to get to Sheldon High School on time. The 61/62 route does not make any sense! There is not a direct line to the high school or down Coburg Rd. My son told me that the 66/67 buses are always full of passengers. A lot of those passengers are students. | Thank you for your comment will be shared with staff and consideration. |
| 538 | 1/7/2020 | Sallevador Friedman | Comment form | 66, 67, 12, 82 | Goodpasture Island Rd and kingsly, and downtown | Discontinuation of Route | Routes down goodpasture Island Rd should be more frequent. In order to reduce travel time buses starting earlier would be nice. I'm a 64 disabled man and I love on Devon Avenue. | Thank you for your comment will be shared with staff and consideration. |
| 539 | 12/17/2019 | Oscar Kimbrough | Comment form | 66, 67, 28, 24 | Vernal street, Olive street, 19th and Hilyard, W 18th | Discontinuation of Route | I guessing the changes would totally eliminate me making to my 7am Church meetings in Vernal. It is hard for me to use the bus now. These changes may force me to figure out something for transportation. | Thank you for your comment will be shared with staff and consideration. |
| 540 | 2/10/2020 | Sarah Elkins | Comment form | 66, 67, EmX | Eugene Station | Support | I hope this will make my commute better. I work at SVDP on Q Street and commute from Coburg Road and Willakenzie Road | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 541 | 11/24/2019 | Gavin Williamson | Comment form | 73, 24 | The top of Donald street and the hilyard stop near south eugene | Discontinuation of Route | I literally won't be able to ride the bus. How am I supposed to get to school huh? Please at least make a bus route that goes from South Eugene High School to Donald Street. | Thank you for your commel will be shared with staff an consideration. |
| 542 | 11/24/2019 | Hugh Torkelson | Comment form | 73, 24 | 73: Willamette @ Crest South Eugene High School 24: Donald @ Willamette Eugene Station | Discontinuation of Route | As a student of South Eugene High School, I have many friends that would not be able to take the bus if the 73 doesn't go past Spencer Butte High School, and even I, if the 73 doesn't follow Willamette at the Donald intersection, then my walk would also be a lot longer. | Thank you for your commel will be shared with staff an consideration. |
| 543 | 2/21/2020 | Jeffrey L. Joseph | Comment form | 73, 24 | Transit Tomorrow | Discontinuation of Route | These routes are very beneficial to me. I moved here after having a stroke in 2012 which affected my left right leg and arm. in addition I have had a stint placed in my lower right leg and a femoral bypass right above my groin. As a result, walking is extremely difficult for me. I can only walk about 30 yards before I have to sit down to rest 5 minutes before continuing for another 30 yards. I have a cane with a seat attached to it , so I have a handy a seat. Because of my debilitating long term disability being able to rely on LTD buses for transportation has been very beneficial to me. I use the buses to get me to doctors appointments, the library as well as other uses. I also go to the YMCA three times a week to build up my fitness. and buses 73 and 24 are what I use to to accomplish this task. I use # 73 to take me to and from the grocery store, my only way to buy my groceries myself. I'm an Honored Rider, age 72, and beg of you to plan a new schedule that takes my situation into serious consideration. | Thank you for your commel will be shared with staff an consideration. |
| 544 | 11/8/2019 | Martha DeCosta | email | 73, 24 | N/A | Discontinuation of Route | Dear LTD Directors and Staff, My name is Martha, and I'm a resident of South Eugene living on Donald and Fox Hollow. I attend the UO as a senior and have relied on bus 73 and 24 for my transportation because I don't own a vehicle. I highly value the LTD services and ease of access to my campus and local shopping destinations. Even since my high school year at South Eugene High school, I've used these bus routes frequently. I understand that LTD is considering taking away bus 24's services from 43rd street up Fox Hollow, and would like to add to the petition to keep this section of the route. While I might still be able to use bus 73's routes to get to the UO campus and local areas, my times to access a ride would be even more limited. Additionally, if I cannot use the bus stops along Donald street and have to walk up or down my hill, this becomes difficult with groceries and also adds a significant amount of travel time to my already long days as a student. Winter is approaching, and other students like me and local residents would have to walk up or down the steep Donald street (sometimes on a daily basis) without our reliable bus services. I would also not feel very safe or comfortable walking in the dark mornings and nights if the buses don't run down my street. I hope that you will consider the students like me and other local residents (especially on Donald street) who often use your LTD routes. Thank you for your time. Sincerely, Martha DeCosta (UO student) | Thank you for your commel will be shared with staff an consideration. |
| 545 | 11/24/2019 | Linda Torkelson | Comment form | 73, 24, 33 | Willamette | Discontinuation of Route | Now I see why students ride free: there won't be any buses for them to ride! Eliminating the 73 means my kids can't get to UO without changing buses. And our routes go from 3 possibilities to only 1 and the frequency is still only 30 minutes. It's all bad news for South Eugene. | Thank you for your commel will be shared with staff an consideration. |
| 546 | 11/20/2019 | Heather Scott | Comment form | 73, 24, 82 | 46th Ave. and Willamette, 46th ave. and Donald | Discontinuation of Route | Having buses no longer stop south of 43rd Ave. and Willamette will create a great inconvenience for many LCC, South Eugene HS, and Network Charter School students and others, especially since these routes (73 and 24) do not appear to be increasing in frequency. Students and other commuters living south of the area will have long walks in the rain/cold. This will shorten sleep for many teens, who are already often sleep deprived due to early school start times. This will also likely lead to a decrease in the use of public transportation, as not having convenient stops in residential areas will make commuting via LTD difficult to nearly impossible. Our family and many others are very unhappy with the new plan for LTD routes in South Eugene. This is not an improvement for us at all. Please reconsider some of these changes. This will cause a great deal of stress to many students and their families. | Thank you for your commel will be shared with staff an consideration. |
| 547 | 1/10/2020 | Daniel Pope | Comment form | 73, 28 | Amazon Station and University Station | Discontinuation of Route | This will be a personal inconvenience but a major reduction in service to Southeast Eugene, especially south of 43d Street. South Eugene should aim for greater density and less reliance on cars. These changes will hurt these goals. | Thank you for your commel will be shared with staff an consideration. |
| 548 | 1/7/2020 | Brian Poverman | CIF 29446/29447 | 73, Amazon | N/A | vintage street car | We should have a vintage street car that operates Willamette to Amazon Station. Have routes that go into the neighborhoods that connect to the vintage street car. Also, reduce hours during the holidays for route 73 | Thank you for your commel will be shared with staff an consideration. |
| 549 | 2/10/2020 | Andy Darnall | Comment form | 78, 24, 28 | Friendly Neighborhood | Discontinuation of Route | Please don't eliminate our routes. | Thank you for your commel will be shared with staff an consideration. |
| 550 | 1/29/2020 | Stephanie Day-Goodman | Email | 78, 28 & 24 | | Discontinuation of Route | I wanted to reach out regarding the proposed route elimination. The routes LTD are proposing to be eliminated are incredibly valuable routes for people in the Eugene community. They reach neighborhoods and communities that would otherwise be difficult to access. I personally use the 78 almost every day to get to work, connect to the EMX, and get to the grocery store. It is extremely important and helpful for my daily life and covers a route that isn't serviced by the 36. I also regularly use both 28 and 24. Both are helpful and provide important access in South Eugene. Please reconsider this route elimination. They would hurt my and other's transportation needs and restrict access around Eugene. | Thank you for your commel will be shared with staff an consideration. |
| 551 | 11/25/2019 | Jane Rittenhouse | Comment form | 78, 33 | 18th and Polk; SEHS; UO | Discontinuation of Route | Please do NOT eliminate the 33 bus. Both of my daughters ride that route. | Thank you for your commel will be shared with staff an consideration. |
| 552 | 2/10/2020 | Chris Leland | Comment form | 78, 36, 24 | All | Discontinuation of Route | I think there should be MORE service, not less. | Thank you for your commel will be shared with staff an consideration. |
| 553 | 11/13/2019 | Emily Sutton | Comment form | 78, EmX, 36 | 18th and City View | N/A | I cannot figure out how my commute would be impacted via the website. According to the map, I think it would improve, but I have heard information orally that seems to contradict that. I can't find any information online about what would happen to the 78, the route I want more information about. | Thank you for your commel will be shared with staff an consideration. |
| 554 | 2/25/2020 | William Obrian | comment form | 98,91,92 | Transit Tomorrow | Discontinuation of Route | I'm so glad you went to running the 98 Cottage Grove bus, this saves me walking long distance. I wish you would expand bus service further down interstate 5 north and south; I wish there was a service to Corvallis. | Thank you for your commel will be shared with staff an consideration. |
| 555 | 11/12/2019 | Adhana Fletcher | Comment form | All | Transit Tomorrow | Discontinuation of Route | we take these routes daily. it's how my kids got to and from School and how i get to work. taking there routes away takes away our ability to function. How is any of this helpful? How are you "Convenient"? more like a major Inconvenience on so many levels. our Education, our way of Life, Our Livelyhood. Your Bottomline is our downfall.;; ummm my kids depend on these routes to get to and from school, my neighbors depend on these routes to get to and from work to pay bills, to keep up with every day life. this is the most DUMBEST idea ive seen since adding EMX to places they really didn't need to be. seriously how is this ok? where is the issues of having these services to begin with? how are you making anything convenient for the ppl that pay for your services? please don't cut these routes! i think it is far more important for everyone to have access to buses than for some people to have more frequent access! please!!!! | Thank you for your commel will be shared with staff an consideration. |
| 556 | 2/7/2020 | Alice Stroud | Email | All | Transit Tomorrow | Discontinuation of Route | | Thank you for your commel will be shared with staff an consideration. |
| 557 | 3/3/2020 | Angela Meador | Email | All | Transit Tomorrow | Discontinuation of Route | I have some questions regarding the proposed route cuts in regards to disabled riders, such as wheel chair users and other walking impairments. What is Lane Transit District's plan to let wheelchair users and other folks w walking impairments keep their current bus access under the Transit Tomorrow plan? Many disabled people will have to find a way to travel up to a mile to the nearest bus stop under LTD's new plan. Please note that services like RideSource cannot be considered equivalent to access to public transit. Non-disabled bus riders can go to multiple destinations via bus on the same day; RideSource users cannot. Non-disabled bus riders don't need to pass a screening interview to use the bus, reserve a bus seat 24-48 hours in advance. Non-disabled transit users are not limited to one destination per transit trip; RideSource users are limited in that way. I am very concerned, and would love to hear your proposed solution. | Thank you for your commel will be shared with staff an consideration. |
| 558 | 12/17/2019 | Anna Hazelton | Comment form | All | Transit Tomorrow | Discontinuation of Route | I went to the S. Hills Neighborhood meeting and enjoyed the discussion - I was surprised nobody mentioned climate change or traffic conditions. If we wipe whole neighborhoods off the LTD grid, that will force more cards onto the already congested roads and parking spaces. As someone who is disabled with a respiratory disorder, there are already days when I'm forced to stay home because of the air quality. Do we really need EPA intervention as other cities have seen? Do we really need traffic and parking to get even more congested than they already are? We need more service, not less. Speaking of which, while it's nice to aspire to service 3every 15 minutes, it's a false dichotomy to assume that means eliminating routes. If people can't access what they need because of routes eliminated, they will have no reason to ride and your revenues will plummet. If anything, you should add routes. | Thank you for your commel will be shared with staff an consideration. |
| 559 | 2/5/2020 | Auntie Crafts | Email | All | Transit Tomorrow | Discontinuation of Route | How can you consider, in a time of global environmental issues and an ever increasing need to do things like use public transportation, cutting routes? There are so many kids & people who use these now. There will be more in the future. Buses are a social resource not a capitalistic business scheme! Whoever proposed this should be FIRED! | Thank you for your commel will be shared with staff an consideration. |
| 560 | 2/20/2020 | Beth | Phone message | All | Transit Tomorrow | Discontinuation of Route | Reducing routes within the city of Eugene is a bad idea. I am very concerned and I want to talk to somebody in person and voice my concerns. | Thank you for your commel will be shared with staff an consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 561 | 2/27/2020 | Bill Gabriel | Email | All | Transit Tomorrow | Support | I studied your Transit Tomorrow proposal and judged it to have more negatives than benefits. Summarizing points quickly: 1. Abandoning neighborhoods and destination points will decrease ridership and increase car trips and the most fossil fuel emissions per trip. 2. More frequent service means individual riders will utilize a smaller percentage of the service. 3. The system works pretty well at half hour service. 4. The system should be growing with the steadily growing city and county population. LTD is our best ticket to achieve a Zero fossil fuel consumption goal. It should reach out to maximize its ability to serve a high percentage of the population with speed and convenience. Revising your system to drop service around the far edges of the city and eliminating service from certain neighborhoods forces residents in those regions back in their cars. The longest car trips burning the most fossil fuel originate from those far out neighborhoods. Those of us who use LTD to reach those destinations now, will have to change to alternate means. LTD is for all of us. It should reach out to all neighborhoods. It should be there for us to do our grocery shopping, for those who need assistance with walkers and wheelchairs. Some walking is involved already with the current system. Requiring an extra mile more of walking to reach the shortened routes makes the system use less practical or unusable. These route changes would have negative impacts. Route 12. Provides excellent access to the LTD system to the Harlow neighborhood, a quick link between Eugene and the Gateway Shopping District, and a quick link between Delta Oaks and Gateway via routes 12,66 and 67. Eliminating Route 12 leaves the Harlow neighborhood with no LTD service, and severely isolates all of Eugene from North Springfield and Gateway shopping and movies. Eliminating Route 12 lengthens the trip between downtown Eugene and Gateway from a quick 15 minutes via Route 12 now, to 30 to 39 minutes via EmX. The direct connection from Delta Oaks would be gone completely. Route 24. Route 24 serves a heavily populated area at the top of the hill around Fox Hollow and Donald Streets, including a low income housing project and retirement home. It further serves the population up Fox Hollow beyond the city limit. It is an excellent and fun launch point to the nearby Ridgeline Trail and Spencer Butte. Curtailing service to this area forces an additional mile walk up the hill with every LTD ride. Route 28. Similarly serves a heavily populated area along the upper Amazon, as well as walkable access to neighboring residences in the surrounding hills up Dillard, East 43rd Av, South Shasta, and West Hillside. It is a convenient access point to the Ridgeline Trail at Martin Street on Canyon Drive. Eliminating service adds an extra mile walk making much of the current uses impractical. Route 41. Serves the Legacy and States Streets neighborhoods, and access to residences beyond Greenhill Rd., providing a pretty good connection to shopping at Winco, Big Lots, Walmart and Target. Its usage would increase would if evening service was provided as well. Eliminating service west of Terry Street would add an extra mile walk making such shopping uses impractical. Route 27. Provides LTD access to the upper Fairmount, Laurel Valley and Hendricks Hill neighborhoods. As service was eliminated bit by bit over the last few years, the route became less and less usable. I saw that when Route 14 Fairview reduced service to two hour then three hour, then eliminated completely. Routes that can't have at least one hour service are not of routine practical use. Increased frequency means less overall use per rider. My home route now makes 32 trips daily. In an average day, I make two round trips on average, using 4% of the runs. With the changed system, there will be 64 trips daily, but I will still make only two trips daily (or a bit less as some of my destination points will be eliminated from the system). That computes to halving my usage to only 2% of the runs. If this is representative of typical usage, it would require ridership to literally double just to reach current ridership capacity. That would surprise me, considering the number of existing riders that you are abandoning. The system works pretty well with half hour service, ten minute EmX service. Half hour service is adequate when riders know the schedule. LTD operates very reliably on schedule, and does a great job distributing schedules. There are a number of tools available as well. I found a very handy independent free phone app called "Transit" that probes your location via GPS and lists nearby bus and train routes and Uber and Lyft vehicles nearby, along with the times they'd be arriving. Especially with such tools and schedules available, riders can find the system most convenient. Yes, I'd love more frequency evenings and Sundays. The 15 minute EmX evening and Sunday schedule works great! This sort of proposal suggests that your consultants do not use the system and are unfamiliar with its use and the value that it provides to the community. Perhaps you can advertise more and promote the convenience of LTD for shopping and recreation trips to the Eugene and Thurston Ridgeline Trail systems, Spencer Butte, and other pieces of the park districts. The system should be growing with the growing city and county population. I'm anxious to try out the new services to Mapleton, Florence and Yachats. Please explore increasing ridership by reaching out to unserved neighborhoods. The Jasper Road area has a huge unserved population. The outer ends of the Hayden Bridge and outer Thurston neighborhoods, and the Mohawk Valley, Seavey Loop, Dillard Road, Mt. Pisgah, Fern Ridge and Alvadore residences go unserved. I'd support increased funding to give LTD maximum outreach and seriously reduce car trips where practically possible. I appreciate your efforts in bringing improved service to all of Lane County. | Thank you for your comment will be shared with staff and consideration. |
| 562 | 2/10/2020 | Brian Poverman | Letter | All | Transit Tomorrow | Support | New frequent route proposal increases functionality of Amazon, UO, and Eugene Stations; saves hundreds of blocks unused/overlapping routes; increases popular street service for social and civic function; saves LTD service and financing dramatically; great for environment. Not bad! | Thank you for your comment will be shared with staff and consideration. |
| 563 | 2/15/2020 | Carol and Rick Pratt | Email | All | Transit Tomorrow | Discontinuation of Route | Eliminating routes so that some will gain something and other areas will lose everything is outrageous. The miss representation of the proposed impact of the decision to cut routes "increases access for all people in the community" is outrageous. You should at least be truthful in letting the community know what your intentions are. Shame on you for preying on the senior's and students who are the ones who need the transportation the most. | Thank you for your comment will be shared with staff and consideration. |
| 564 | 2/21/2020 | casado | Comment form | All | Transit Tomorrow | Discontinuation of Route | We need regular reliable service, so you don't have to check the schedule but just wait 15 minutes and catch the next one I'm tired of waiting 1/2 -45 minutes for the next bus I hope this changes get implemented next bid. | Thank you for your comment will be shared with staff and consideration. |
| 565 | 2/5/2020 | Cheryl Ernst | Email | All | Transit Tomorrow | Discontinuation of Route | We sincerely request that you reconsider cutting service to the neighborhoods. Many of the routes feed into the EMX and others bring students to Eugene Station or campus, all of which our students rely on. The ramifications would negatively impact the community. The American English Institute at UO places foreign students in homes with local families throughout Eugene and Springfield. These students are here to improve their English and learn about American culture. Their grasp of English is often fairly low and they need extra help in navigating many daily situations. Homestay students integrate into the community and the program helps break down prejudicial barriers and misunderstandings of other cultures for the host families, their neighbors, extended family, and all associated. We also place special groups in homestay for several other UO departments. In the average year we place well over 150 students. The majority of these students ride the bus. In fall term we had 68 students living with host families. In the month of February, we will have an additional 38 homestay students riding the buses from various parts of Eugene and Springfield. Without adequate bus service to the neighborhoods • the safety of our students will be impacted. Students will be walking farther early mornings or late evenings and in bad weather. Many of our students are young women walking alone. Our students do not always understand local pedestrian laws, the protection of crosswalks, or even who they can ask for help. All of our students are vulnerable since they are new to the area as well as having limited English skills. • many of our host families would be eliminated. We require no more than a 45-minute bus ride to the university and no more than a ¼ mile walk to the bus stop. • many families would have to reconsider participating in the homestay program. Our families come from all walks of life. They are single parents, seniors, and traditional families that rely on the stipend to help cover the high cost of living in our area. • our students would be limited in how they engage with our community. They enjoy being integrated by riding the bus to go shopping, attending community events, and even meeting other riders. • we would no longer be able to highlight in our marketing materials the fantastic bus service that our students have access to. Some of our students are here for a short time. They rely on the bus service for both school and social events. The bus service also allows them to learn more about the Eugene and Springfield areas. When students feel they have access to that community through good transportation, they recommend the UO to future students. Our message is a reflection of the value we place on LTD and the service it provides for our students specifically. Across UO, the international student population relies on the bus system. These students enrich the local community by bringing diversity and fostering cross-cultural understanding, in addition to a much needed economical boost. LTD provides access to a rich experience that our students would not otherwise have. The loss of these routes would be devastating to our student population and program. Please do not hesitate to contact me to discuss further. Several host families have reached out to AEI already and expressed their worries about LTD's proposed changes. The ramifications of these modifications have ripple effects far beyond what is perhaps visible on the surface. | Thank you for your comment will be shared with staff and consideration. |
| 566 | 2/25/2020 | Chris Leland | comment form | All | Transit Tomorrow | Discontinuation of Route | Sad idea to change bus service! People depend on it now. Just business public transit not business transit, school children, elderly special needs all take the bus DO NOT put them out of the service area! | Thank you for your comment will be shared with staff and consideration. |
| 567 | 11/20/2019 | Christina Odoms | Comment form | All | Transit Tomorrow | Discontinuation of Route | My child goes to network charter school on portland st off willamette. Oir family does not drive therefore that is the only way she gets to and from school. And with buses only driving along the major corridors that can cause people to walk a mile or more to the nearest stop. So what about people that have mobility issues? Little kids with little legs. Also saturday schedule for the 40 only running once an hour is ridiculous. Its a weekend a lot of the time thats when we go out as a family and having to wait an hour for our connecting bus is an inconvenience. Especially in the winter rainy months. | Thank you for your comment will be shared with staff and consideration. |
| 568 | 2/27/2020 | Christopher Warren | Email | All | Transit Tomorrow | Discontinuation of Route | I don't think that eliminating service for some conscientious or impoverished people (those that HAVE TO RIDE THE BUS!). Shows how unconnected you college boys and girls are to working class people and the needs of most American workers! Find out where people actually live and where they work and make plans around those FACTS! Not some "study" by people who wouldn't know how to buy a pass. | Thank you for your comment will be shared with staff and consideration. |
| 569 | 3/4/2020 | Christopher Warren | Phone message | All | Transit Tomorrow | Support | I think you need to get more data to make the right decisions about who is going where; like use zip codes and get information from employers about where their employees work, you know, more data for more efficient decisions. I think you're headed in the right direction, just need a little guidance. | Thank you for your comment will be shared with staff and consideration. |
| 570 | 1/8/2020 | Cierra McGee | Comment form | All | Transit Tomorrow | Discontinuation of Route | Although the changes won't affect my route and in fact may make my bus arrives with five minutes more frequency, five minutes more frequent is hardly worth the disruption these proposed changes will have to routes outside major arteries. Many community members will be left without any bus service at all. This is not going to help Eugene or the community meet climate goals, and it certainly won't help serve the community members who rely on the to-be-cut service. Instead of a few people getting faster service, it's better for more people to get the service they already have. | Thank you for your comment will be shared with staff and consideration. |
| 571 | 2/27/2020 | Clare Haley | Email | All | Transit Tomorrow | Support | Thanks for sending me the Route 95 data. That really helps me to put in perspective ridership and operating costs. Thank you as well for taking time out of your schedule to meet with me. I also really enjoyed the Transit Tomorrow discussion last night. I was very impressed by LTD's data analysis as well as the effort that it took to have so many staff members come out to our LiveMove meeting. | Thank you for your comment will be shared with staff and consideration. |
| 572 | 1/14/2020 | Curtis Taylor | Email | All | All | Transit Tomorrow | A key takeaway from Transit Tomorrow is that some of the routes as we know them would go away and in their place we would more frequent and hopefully more reliable local service, is that correct? That is an interesting trade off...but do we need to be making trade offs? Over all, I would say I support the Transit Tomorrow plan. Is it at all similar to Metro's plan for Los Angeles? I saw someone post this L.A. Times article on LTD's Facebook post and thought it might be of interest: https://www.latimes.com/california/story/2020-01-14/la-metro-bus-network-overhaul-rapid-buses-falling-ridership | Thank you for your comment will be shared with staff and consideration. |
| 573 | 1/21/2020 | Curtis Taylor | Email | All | Transit Tomorrow | Transit Tomorrow | Thank you for forwarding my comments to the Board. I have not yet heard back from Andrew, but I reviewed the website and I remain preliminarily supportive. Under the draft Transit Tomorrow plan — emphasis on 'draft' as I understand changes can still be made — there would be much more frequent bus service on most routes, shorter waits for buses and more reliable service. That would be a big step forward. A long-standing criticism of LTD has been that it relies too much on legacy lines and that the agency has been reluctant to shed under-performing routes and bulk up service where it is used the most. The Transit Tomorrow plan seeks, in short, to remedy that by putting service in the places LTD thinks current and future riders will use it the most. Do I have that right? I have also noticed that many other larger transit agencies — including in Los Angeles, Seattle, Houston, Chicago and New York — are either making changes or have made similar changes over the past decade with a decided trend toward more frequent and predictable service on the busiest streets. I realize nothing is finalized and there is plenty of time for more public feedback, but the data on the Transit Tomorrow website helped me better visualize what my bus ride would be like under the draft plan. I shall stay tuned for developments. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 574 | 11/8/2019 | David Hoffman | Email | All | Transit Tomorrow | system change | Although "some" routes "may" be combined and renumbered, consequences will be dire for many people; possibly including YOU, LTD: Money Talks. 1. Subsidies: Whether or not the City of Eugene, Lane County or US.Gov subsidizes your operations, loss of income to government budgets will affect their possible subsidies and/or (at least) their attitude to you. These route changes WILL affect property values and their taxes from diminished or NO access to work, school, shopping, medical appointments, recreation, etc. Word of the proposal is probably already affecting property values: A. "Near bus stop" is an important selling point for business and housing. B. A post on NextDoor: "Route 24 is the whole reason we bought our house. It would severely affect our quality of life to lose it. I'm really upset." 2. You will have more trouble asking for a fare increase. 3. Subsidies will increase for "RideSource" "... specialized services for seniors, people with disabilities, and people who are eligible for transportation benefits through the Oregon Health Plan" and "Students Ride Free with LTD". 4. Tax Status: Going for a business model over a service model may conflict with your tax status plus you may have to change from .org to .com. It may not happen but you may pay a lot of lawyers to fight it. | Thank you for your comment will be shared with staff and consideration. |
| 575 | 12/16/2019 | David Hoffman | Comment form | All | Transit Tomorrow | system change | Even as of today, passengers on the #33 were not aware that you are considering dropping #33. The lady in the power chair was especially upset. See my previous emails about needing postings on bus stop schedule boards, on the cabinet behind the driver & on the #33 webpage. | Thank you for your comment will be shared with staff and consideration. |
| 576 | 2/16/2020 | Deborah Rocha | Email | All | Transit Tomorrow | Discontinuation of Route | I am writing to express my opposition to the proposed elimination of routes #28, 24,73,78,27,33,55,40,41,12,and others I am very concerned that eliminating these neighborhood routes will leave many people without access to using the bus for transportation. It will hit students, the elderly, the disabled, low-income, and people of color the hardest. Having bus stops close enough to where people live so they can easily get to them is important. The LTD bus is also the way that many students can get to school. My daughter rode it all the time when she attended SEHS. Personally, I have been counting on taking the bus as a main means of transportation when I am older and retired. When it snowed last year the #28 bus was also the only way that I could get from South Eugene to my work downtown. I hope you reconsider these proposed changes | Thank you for your comment will be shared with staff and consideration. |
| 577 | 2/16/2020 | Donna Snider | Email | All | Transit Tomorrow | Discontinuation of Route | I object to the new route changes. There are many seniors as well as U of O students who ride these buses. Many seniors can not walk the distances to the closest stop that will be required to board a bus should existing routes be canceled Concerning U of O students: foreign students are often required to live in a "home stay situation" by their sending foreign universities. If home stays can not be accommodated, foreign universities will send the students to another university that can meet that requirement. These students use Ltd as their main source of transportation as they are not allowed to have cars while living in a Homestay. Besides the funds they bring to cover their school costs they spend a lot of money in the local economy. I have housed students and am astounded at the amount of money spent on their social lives as well as shopping. All of which involves bus transportation If Ltd wants to increase ridership and reduce car travel they need to maintain feeder routes. I have used EMX starting and ending with a feeder route. I have never felt service was to infrequent. If you are truly interested in healthy ridership and reducing car use you will retain existing routes. Thank you | Thank you for your comment will be shared with staff and consideration. |
| 578 | 1/21/2020 | Edward Goehring | Email | All | Transit Tomorrow | Transit Tomorrow | I'm researching facts for an article on the impact LTD's proposed service cuts will have on seniors, people with disabilities, parents of small children and others who rely on access to public transit. I've reviewed the Transit Tomorrow site and can see that some areas of Eugene will lose all access to public transit under the plan. For example, some residents of west Friendly will have a 2 mile or greater round trip by foot or wheelchair/walker to/from the nearest bus stop, effectively ending their access to public transit. On the other hand I'm told by some of my regular readers that they attended a public meeting where they say LTD represented actions like eliminating the 33 route as "restructuring to use more electric buses and adjust to accommodate their range. It's less eliminating routes but more combining, simplifying, and eliminating redundancies." Obviously the statement on the TT website about eliminating routes is not consistent with the impression these readers came away from that meeting with. It would be helpful to my 35,000+ readers to hear directly from LTD. Are routes like the 33 being replaced by new routes that still provide service to, say, west Friendly? If so, what route will now serve the area of Eugene south of 18th and west of Willamette? Are the other routes shown on the TT site as planned eliminations also being replaced by new routes serving their current service areas? Thank you for any information you can provide. The article will be published on Feb 1. Edward B. Goehring Publisher, Eugene Neighborhoods Forum, Lane County Tribune | Thank you for your comment will be shared with staff and consideration. |
| 579 | 2/11/2020 | Edward Goehring | Email | All | Transit Tomorrow | Discontinuation of Route | Have any of the planners behind Transit Tomorrow walked their toddlers, their aging parent or their cousin in a wheelchair (for example) the 1.8-mile round trip that such people would have to make from 28th/Chambers to 18/Chambers under the TT plan? In other words, have planners tested the impact of their plans on themselves and their own friends and relations? | Thank you for your comment will be shared with staff and consideration. |
| 580 | 2/10/2020 | Edward Goehring | Email | All | Transit Tomorrow | Discontinuation of Route | I look forward to your reply. I look forward to hearing LTD's response to the facts set forth by Jess Roshak in this op-ed piece: "LTD says: "The proposed system increases access for all in the community." What the facts are: There will be 18,000 people in the Eugene metro area who currently have bus access who will no longer have any access under the proposed plan. It will hit the elderly, low-income, the disabled, and people of color the hardest. It is a fact that some bus-only residents will be forced to move. (Source: transittomorrow.org) LTD Says: "Locally, ridership on LTD has declined by 22% since 2011." What the facts are: Since the end of the recession in 2015, ridership has been steady systemwide and actually increased in the past two years. (Source: LTD 2019-2020 budget) LTD says: "LTD recently completed a report that shows the most effective thing LTD can do to affect climate change is to increase ridership." What the facts are: It's proven that increasing ridership can be accomplished in many ways, including improving route efficiency, speed, providing free fares, and improving infrastructure on all routes. The existing plan will put more cars on the road now and into the future -- which does nothing to reduce climate change. (Sources: 1. City of Corvallis Transit Coordinator. 2. Small, Andrew. "How Seattle Bucked a National Trend and Got People to Ride the Bus." City Lab October 16, 2017) LTD says: "The current system is not efficient and is becoming costly to operate. The proposed system would allow resources to be better used, which allows increases in service including weekends and nights" FACTS: The budget for LTD is balanced and there is no budget crisis. LTD's 2019 budget allocated an extravagant \$3 million for a new UO South bus shelter (a project UO later halted). Night and weekend service can be extended without the dramatic route cuts. (Source: LTD 2019-2020 Budget) LTD says: "We conducted over 60,000 points of contact with the community to find out what they wanted in a bus system." FACTS: Between in-person events and online surveys, LTD collected 2,500 responses. The other points of contact were people they simply sent the information to in the form of Facebook posts, neighborhood newsletters, Google ads, etc. (Source: LTD Phase I and II Outreach Summary) LTD says: The public indicated overwhelmingly that they want higher frequency bus service. FACTS: The public was asked whether "frequency" or "coverage" was more important to them. People were evenly split between "frequency" and "coverage." Additionally, the public was not informed about what trade-offs would be required. A more accurate survey would be to assess trade-offs such as: 1) More frequency and less coverage, or 2) similar coverage and similar frequency, or 3) more coverage and less frequency." (Source: LTD Phase I and II Outreach Summary)" | Thank you for your comment will be shared with staff and consideration. |
| 581 | 2/9/2020 | Edward Goehring | Email | All | Lane County | Discontinuation of Route | If LTD carries out its plan to eliminate bus service in parts of Lane County will the agency refund the transit tax taken from paychecks of people who will be living in areas without bus service? | Thank you for your comment will be shared with staff and consideration. |
| 582 | 2/12/2020 | Elizabeth DiBenedetto | Email and Phone message (same message) | All | Transit Tomorrow | Discontinuation of Route | When you look at the proposed bus system redesign, it sounds okay at first. However looking at the map, it cuts access by a huge amount. The bus provides independence for so many people with disabilities who wouldn't otherwise have that in their lives. Pushing the stops further apart and removing routes cuts accessibility. There are going to be people who need mobility accommodations, the least of which is not having to get to a much farther bus stop. What do you propose that those people do? I'd hope that LTD cares more about accessibility and accommodation as part of community responsibility than just increasing ridership. Public transit should be more concerned about serving the county than about making more money. On transit tomorrow's website, they show statistics for many people who | Thank you for your comment will be shared with staff and consideration. |
| 583 | 3/5/2020 | Eric Richardson | Email to Board | All | Transit Tomorrow | Support | Dear LTD Board chair, and members, As executive director of the Eugene/Springfield NAACP, I write to express our support for the transit tomorrow plan. We represent many low income and disadvantaged community members and we wish to elevate their voices. The Eugene/Springfield NAACP has good confidence in the leadership and direction offered by Director Aurora Jackson. We stand ready to help as a dedicated community partner, to move this important plan ahead. | Thank you for your comment will be shared with staff and consideration. |
| 584 | 1/11/2020 | Eugene Neighborhood Forum | Facebook | All | All | system change | From our editors: We support this petition -- "Changes proposed in LTD's Transit Tomorrow are potentially disastrous for Eugene's community of neighborhoods. For example, the #28 LTD route that circumnavigates East and West Amazon Drive in South Eugene is a critical lifeline for many residents that provides transport to schools, work, doctor visits, universities, and connects us to downtown and boasts "optimal ridership" according to LTD's General Manager. Other neighborhood routes are also on the chopping block, including the 73, 24, 27, 33, 55, 78, and 12, 17, 41, and 40 (see the Transit Tomorrow website for full details), while some corridors will receive 15 minute service. Our neighborhoods have been successful in attracting a diverse population precisely because bus routes provide a reliable method of transport-- cutting this service means that those without the ability to drive or the desire to drive will be forced to leave their neighborhood. LTD has not included enough consideration for the disabled, and no consideration for school districts yet in these plans. Route alterations affect access and equity. Students, low income, and people of color will be most adversely affected should the planned proposal be voted through, and fully 5% of Lane County who are currently served by LTD will be losing their access to public transit. Families will be forced to move or perhaps transfer schools. Public transit along or near these routes is one of the only reasonable responses to alleviate future congestion and prepare for climate change. Climate and ridership goals can be reached by making common sense route improvements, increasing service quality, adding electric/hybrid buses, and using faster traffic patterns for buses. Our community members pay their share of taxes and deserve for their voices to be heard on this issue. Our quiet and caring community has been built predicated on these bus routes and we call on LTD to respond to these community concerns. " | Thank you for your comment will be shared with staff and consideration. |
| 585 | 2/21/2020 | Garry James | Comment form | All | Transit Tomorrow | Discontinuation of Route | LTD has been and continues to be the best, most helpful and friendliest bus system I have used (Denver, Miami, Vermont, Austin, Milwkie, Portland etc.) Thank you!. By the way, I hear that LTD is going to offer service to Florence, also I would enjoy more route schedules to Coburg | Thank you for your comment will be shared with staff and consideration. |
| 586 | 2/27/2020 | James Liljenwall | Email | All | Transit Tomorrow | Discontinuation of Route | What a terrible proposal, based on the false premise that improving service in high-use corridors requires reducing or eliminating it in areas that serve, say, 73-year-old persons like me. What's needed is a commitment to provide enough funding and support to improve public transit everywhere. I think you need to wake up and fulfill your responsibility to take the lead in this critical element in the fight against global warming, not to mention the battle for economic justice. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 587 | 11/20/2019 | Jane and Ernie Rimerman | Comment form | All | Transit Tomorrow | Discontinuation of Route | We are concerned about residents who live south of 43rd Ave. Perhaps smaller buses or vans provided for them would help. There are people who depend on the bus daily. It is a hilly and dark area, too far and too dangerous to have to walk to 43rd | Thank you for your comment will be shared with staff and consideration. |
| 588 | 11/18/2019 | Jason Archer | Comment form | All | Transit Tomorrow | N/A | Exactly what are these changes? That system map is very vague. A list of changes would be better. | Thank you for your comment will be shared with staff and consideration. |
| 589 | 2/15/2020 | Jeanne Yohn | Email | All | Transit Tomorrow | Discontinuation of Route | The currently proposed route eliminations will disproportionately affect the elderly, disabled, and poor in this community, as well as students to at least three of the public schools. I urge the board to listen to the concerns of those affected by these changes and work with them to come up with a workable compromise. | Thank you for your comment will be shared with staff and consideration. |
| 590 | 11/21/2019 | Jeremiah | Comment form | All | Transit Tomorrow | Discontinuation of Route | How about instead of getting rid of any route just make more buses since the city of Eugene likes to waste our money use it for more buses to use for more routes. Cutting certain stops makes it harder on other people so let me make this clear. Dont fuck with the current system add on to it | Thank you for your comment will be shared with staff and consideration. |
| 591 | 2/25/2020 | Jessica Serban | comment form | All | Transit Tomorrow | Discontinuation of Route | This is a terrible move that will obliterate my ability as well as many other's to get around town. This will put children and the disabled at risk! Your plan strips the poor of the city of their only transport! You should be sued for gross negligence for not counting the disabled and the much more than 500 that will lose service. | Thank you for your comment will be shared with staff and consideration. |
| 592 | 2/10/2020 | Jim Davis | Comment form | All | Transit Tomorrow | Transit Tomorrow | If a particular bus route is inadequately (economically) utilized, consider the option of serving the same route by using a non-standard size smaller vehicle. This also provides the opportunity to address environmental degradation by initiating the use of non-fossil-fuel vehicles. Is it possible for LTD to incorporate a variety of vehicle sizes in its fleet? I have some information to contribute but first I need an LTD education. With whom may I correspond at LTD? | Thank you for your comment will be shared with staff and consideration. |
| 593 | 12/16/2019 | Joan Furst | Comment form | All | Transit Tomorrow | Discontinuation of Route | The proposed changes appear to be the opposite of what would enhance ridership by eliminating all the routes available to riders and accommodating only businesses. Businesses are not riding your bus, people are. If you eliminate the areas where people can catch a bus, your ridership will be eliminated, especially those who rely on it the most and are unable to travel long distances to catch a bus. Friends from out of town have commented on how good our bus system is, so why change it and make it less usable to a great many people. The proposed changes will make it impossible for my disabled veteran husband to get to the VA clinic by bus and will virtually eliminate our ability to use the bus system. I am shocked at the lack of consideration shown to your riders in this proposal. | Thank you for your comment will be shared with staff and consideration. |
| 594 | 10/20/2019 | John, Jess, Ian, and Jack | e-mail to Josh Skov | All | Discontinuation of Route | Discontinuation of Route | We live in the Southeast Neighbors neighborhood, and in 2016, in response to the multiple overlapping crises related to climate change, our family of four decided to go car-free. We have been living without a car since just before the ice storm, so, coming up on our three-year anniversary. Our main alternatives to the personal automobile are walking, bicycling, and the three buses that serve our area: the 24 Donald, 73 University, and 28 Hilyard. We are very grateful to have the 24 and the 28 serving our neighborhood. (We don't have any U of O students at this time, so we're not super-heavy users of the 73, which shuts down mid-day and doesn't run on the weekend, but it's still really handy on occasion to get our groceries up the hill from Safeway on 40th and Donald.) As you know, living car-free is not easy to do in the United States of America. Fed a steady stream of advertising propaganda that equates automobiles with freedom, our society continues to worship the automobile. It is so much more than transportation: It represents one's identity and lifestyle; it is a personal armor, an exoskeleton that can prompt violent retaliation when the operator perceives a slight, as when cut off in traffic by another armored operator. In recent years, we have watched the new models of SUVs grow larger and larger. Where we live on Fox Hollow, on a blind S-curve in a 35 MPH zone, it is not uncommon to see these wide-bodied SUVs cheat into the bike lane as they slalom downhill at 45 and 50. And nearly all of these vehicle trips involve a single driver. We really don't understand why more people aren't re-examining these old habits from a past era, and why more people aren't changing their behavior in response to the environmental illnesses caused by our excessive use of carbon-based fuels. We certainly don't understand why anyone would want to double down and use even bigger vehicles for their single-passenger trips. But here we are. We are sure that LTD has done its due diligence and that the cost-benefit data shows that eliminating the 28 will affect the least number of people, with more ridership elsewhere, such as along high-volume transportation corridors. It will be great to see a net increase in mass transit use, with fewer single-driver vehicle trips. Still, if this neighborhood route cannot be preserved, we hope that other options can be provided for our family and for others that have come to rely on the 28, including perhaps: On-demand transportation for Southeast Neighbors; expanded PeaceHealth blue bike service area and subsidized memberships for Southeast Neighbors; expansion of the EmGo service area into Southeast Neighbors. The Amazon alternative transportation corridor along most of the 28 route makes it a natural for any number of pilot projects involving e-bikes --- perhaps low-interest loans for purchase; dedicated loaner e-bikes for neighborhood members with covered, secure bike barns; or an LTD e-bike taxi service at the same rates as LTD buses that accept LTD passes and payments. The latest e-bikes really are game-changers. Providing our neighborhood with an opportunity to experience this new way of commuting could lead to faster acceptance and a more rapid transformation from the isolation and dehumanized exoskeletons of the past to more healthy, interactive, and human-centered movement throughout our city, region, and state. | Thank you for your comment will be shared with staff and consideration. |
| 595 | 11/22/2019 | Karen Stingle | Comment form | All | Transit Tomorrow | Discontinuation of Route | I think we need to keep ALL the routes we currently have. Perhaps some smaller, more efficient buses could be used on ones with less traffic, but I have taken nearly all the buses at one time or another when I have to go further than I can easily bike, or have to carry more stuff than I can on my bicycle. I don't think it is right to leave whole neighborhoods with nowhere to catch the bus. As an elder, I feel we should serve all the people, all the neighborhoods. | Thank you for your comment will be shared with staff and consideration. |
| 596 | 2/26/2020 | Kathleen Dusing | Email | All | Transit Tomorrow | Discontinuation of Route | As a disabled community member I wanted to point out some concerns regarding the upcoming changes to LTD service. During a meeting we asked LTD to please provide details of what routes were going to be eliminated or changed on their website. It is still not on the website. Many of the routes are going to have a severe impact on individuals with limited mobility or other disability. Yes I know there is Ride Source -- have you ever used it? Who in their right mind would want to wait up to three hours for a ride. I personally have sat outside in the winter after a doctor's appointment and the doctor's office closed while I was still waiting for my ride source bus. After that I never took another one. Ride source treat the disabled as second class citizens. Please note, many of the drivers are very nice, but the system is in desperate need of fixing. So if LTD is going to eliminate buses they should fix Ride source first. LTD claims they have published this information of the upcoming changes, but where? Less buses is not always a better option. I'd like to see LTD live up to their word and put the information about which routes are going to be discontinued published on their website. Thank you. | Thank you for your comment will be shared with staff and consideration. |
| 597 | 12/6/2019 | Keith Beyer | Written | All | Southern neighborhoods | Discontinuation of Route | Transit Tomorrow presents a callous disregard for the heart of any city, its neighborhoods. Transit Tomorrow projects citizens teaming along major arteries such as W 18th and W 11th yearning to give up the convenience of their autos in order to wait for and board a main artery transport. Many people are known to say they would like to ride a bus, but history argues they will likely not give up their cars. Think of our many cities today that remain chain locked by too many autos. Only those of us who live in neighborhoods and depend on and ride local bus service will lose out as LTD unloads a Main Artery Transport project designed to isolate rather than enhance the neighborhood ethic so important to a hilly, complex area as Eugene. Note that Transit Tomorrow never mentions any amelioration such as modified routes, times, or smaller vehicles to accommodate a richer neighborhood public transportation system. | Thank you for your comment will be shared with staff and consideration. |
| 598 | 3/3/2020 | Kim Hammond | Email | All | Southeast Eugene | Discontinuation of Route | I have lived in Southeast Eugene for over 30 years. As a high school student, I took the bus to my music lessons, soccer practice and to the movies. As a UO student and campus faculty member, I took the bus daily for 10+ years to commute to campus and home. Not only did this save gas money, but also driving and parking time. Traffic congestion around campus is a mess and always has been. Public transportation helps ease that burden. This bus service remains important to the neighborhood. Students and workers take the bus daily as well as the elderly. When inclement weather hits, this is often the only way residents can get around. I understand the need to alternate and change routes however, please do not eliminate our routes altogether. The bus is an important community connector. | Thank you for your comment will be shared with staff and consideration. |
| 599 | 1/18/2020 | Lauren Peterson | Comment form | All | Transit Tomorrow | Discontinuation of Route | Eliminating routes is wrong. It's a capitalist solution to a public utility problem. My job takes me all over the county regularly. We really, really don't need more frequency. This is absurd. Eliminating key routes shows that LTD only cares about commerce. People need to get to doctors. Poor people need access to Spencer's Butte just the same as people who can afford cars. Making it so that only some people have access to natural and human resources is against LTD's mission. Way to act like a business, and take the bond levy money and run! Fix it now. | Thank you for your comment will be shared with staff and consideration. |
| 600 | 1/9/2020 | Lefty Dundee | Comment form | All | EUG station, River Rd Stn, Barger/Terry | Discontinuation of Route | Elimination of the 40 on Elmira will effect many disabled people. removal of the 41 on Barger west of terry will effect many people that live in rentals. removal of the 55 west of river rd/south of Maxwell will leave a big hole. removal of the 24 and 73 in the south hills w make a long climb even longer. There needs to be a bus stop added on the 66/67 routes, in the parking lot of valley river mall, at the east end of the bicycle-pedestrian bridge across the river at valley river mall. The existing stop on River Rd, just north of the chambers crossing, would be used by people wanting to go across town, and not into downtown. The maps leave confusion about where the 61 and 62 routes overlap. With a new WINCO, replacing the closed SHOPCO, and all of the new construction in north Eugene, these routes will be used a lot. Complete removal of the 12 from Harlow rd will make another big hole. Many people that live on Harlow use the WALMART grocery store. | Thank you for your comment will be shared with staff and consideration. |
| 601 | 1/22/2019 | Lynne Schwartz | Comment form | All | Transit Tomorrow | Discontinuation of Route | It is hard for me to understand how these changes will improve the service. Ideally, in the best possible world, we would be able to increase frequency of the routes you are planning to increase...and NOT reduce or eliminate other routes. We need more public transportation, and I am concerned and surprised that here in Lane County this is the plan for improving our public transportation. | Thank you for your comment will be shared with staff and consideration. |
| 602 | 2/6/2020 | Mara Williams | Email | All | Transit Tomorrow | Support | I feel discouraged. I do want to listen and to keep my mind open, to learn and hopefully to see how this big change will contribute to system-wide improvements. I'm excited about the proposed changes. I have a disability that means I use the bus daily to do almost all my traveling in town. This will make my trip to work so much more convenient. It will increase my independence and cut down on waiting around. | Thank you for your comment will be shared with staff and consideration. |
| 603 | 3/5/2020 | Matt Moore | Email to Board | All | Transit Tomorrow | Support | I spoke briefly at the last LTD board meeting about Transit Tomorrow, specifically about some of LTD's public input methods. I meant what I said, that LTD should be applauded for trying to take initiatives to increase ridership (especially in a time of decreasing ridership nationwide!), but as someone with a marketing background, I'd love to discuss with you further some of the ways I think LTD could potentially solicit public input to help react to their concerns, and help find a middle ground between what the Board has proposed and what the public has spoken for/against. | Thank you for your comment will be shared with staff and consideration. |
| 604 | 12/11/2019 | Maurya Kaarhus | email | All | N/A | Discontinuation of Route | I am a senior, partially disabled rider. I use the #24 Fox Hollow the most from my home, but use other routes also. I hope that LTD can find a way to keep expanding EMX, etc. into the busiest routes, without cutting neighborhood routes that many people rely on. How can LTD raise more money to enable this? More ridership is what we all want, greener for the planet, less polluting for the south end of the Willamette Valley where all the pollution gets trapped. We need More mass transit, not less. Also I appreciate LTD's efforts to use electric buses. those are expensive, but hopefully will pay off in terms of clean transportation and lower maintenance costs. | Thank you for your comment will be shared with staff and consideration. |
| 605 | 12/5/2019 | Mel Cliff | Email | All | N/A | Discontinuation of Route | I'm pleased to hear that there will be more time to communicate with the public on the matters of routes to be eliminated. Have you reached out to the community and actually taken in the personal accounts of who this effects? I'm am encouraging my community at Woodleaf Village affordable housing to come together and have our collective voices heard. Please make an effort to connect with the families and students who will be without service ... you owe us proper representation we are more than just percentages on a power point. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 606 | | Monica McLellan | Comment form | All | Transit Tomorrow | Discontinuation of Route | Transit tomorrow projection shows more people will have no access to transit and some will have to walk a mile, not really a service. These people will either will have to move, drive (+CO) or stay home. The hardship many of the people will face is real and is not compensated by increased "convenience" or other lucky enough to be served by the proposed routes. Please continue to serve the many dedicated transit riders who have planned and structure there lives around long-standing bus routes sacrifice them for merely projected/expected future riders. Other concerns: How Charlemagne, Roosevelt, and South Eugene High kids get to and from school? Bus 28 is packed to capacity every day. Many UO staff, faculty and students live in S/E; how will they get to campus? A frequent schedule isn't worth it if you have to ride all over town before you get there. What about the many elderly riders in the neighborhoods? It seems like this really about \$\$\$ LTD bottom line not climate sustainability, equity or safe options. Are there other ways to raise funds for better coverage and decent frequency in high need areas? looking for funds might better than redesign! | Thank you for your comment will be shared with staff and consideration. |
| 607 | 11/14/2019 | N/A | Comment form | All | Transit Tomorrow | Discontinuation of Route | "Less convenient" is a massive understatement. The bus would cease to be a viable option for moving around town to various destinations, which means I (and others like me) would likely start driving in from Lowell more often, which would defeat the purpose of "protecting" rural routes from this whole debacle. Only recently has the new fare system been rolled out making it easier for occasional riders to use LTD, including people who don't already have a pass through work or school. This would include people who own cars but could more easily choose to leave their cars at home sometimes, which are exactly the kind of people you need to attract to have any significant impact on traffic and emissions. I think you need to give that new system some time to learn what impact it has on ridership. Also of concern are the many people in our community who cannot drive and/or do not own cars. You are creating huge parts of the metro area that would no longer be viable places for them to live. | Thank you for your comment will be shared with staff and consideration. |
| 608 | 11/28/2019 | N/A | Comment form | All | Transit Tomorrow | Discontinuation of Route | I use the 11th and Garfield, and Springfield Station more than any, but I use a lot of them. Bus is how I get around. I get around a lot. Your changes are shit, and whoever proposed them should be ashamed. | Thank you for your comment will be shared with staff and consideration. |
| 609 | 11/8/2019 | N/A | Remix | All | Transit Tomorrow | system change | This is transparent fuckery, and y'all need to knock it off. STOP DOWNGRADING OUR SERVICE! | Thank you for your comment will be shared with staff and consideration. |
| 610 | 11/19/2019 | Nan Weed | Comment form | All | Transit Tomorrow | Discontinuation of Route | The proposed network represents a significant loss of service in my neighborhood. Many vulnerable neighbors may not have good alternatives and ridership will decline. | Thank you for your comment will be shared with staff and consideration. |
| 611 | 2/24/2020 | Nancy Comer | Email | All | Transit Tomorrow | Support | The system already is so limited as to where it goes. Why are we making it even more limited which will make it less likely for people to ride? If we want to expand ridership, more routes are needed, not less. | Thank you for your comment will be shared with staff and consideration. |
| 612 | 11/24/2019 | Nicole McCall | Comment form | All | Transit Tomorrow | Discontinuation of Route | I think this plan makes sense, although I don't need any frequent transportation. | Thank you for your comment will be shared with staff and consideration. |
| 613 | 1/21/2020 | Patricia Woods | Email | All | N/A | Discontinuation of Route | LTD is trying to gentrify our bus system and making it hard for poor and disabled people to work. | Thank you for your comment will be shared with staff and consideration. |
| 614 | 12/4/2019 | Patrick Gladhart-Hayes | Comment form | All | Transit Tomorrow | Discontinuation of Route | I was disheartened to see the massive cuts to service being proposed this year. Some of the changes will have long lasting effects for the customers you serve. Without the buses, many people cannot get to their jobs, their medical doctors, or their homes. These changes are too drastic. Please reconsider some of the choices you are making. Even limited services to some areas could make a world of difference. Thank you for listening | Thank you for your comment will be shared with staff and consideration. |
| 615 | 2/20/2020 | Patty Hine | Email | All | Transit Tomorrow | Support | Frequency of busses without changing the routes would still increase the number of commuters using the bus; many other cities have been able to successfully do so. We know you face pressure from South Eugene neighbors and others who are losing service in the areas identified in the Transit Tomorrow plan. They have organized to express their concerns, as of course they would. Any additional outreach you can do to ensure their concerns are being solicited and/or addressed seems essential. We in 350 Eugene advocate for the strongest possible climate policy, where large system changes, like Transit Tomorrow, can make substantial progress to slow the accelerating warming of our planet. The science is clear. We do not have time for incremental actions. We have to cut emissions as quickly as possible. This is not easy. It requires truly deep change. We think Transit Tomorrow represents that deep essential change. Thank you for taking on this difficult and complex work. We will continue to push for the broadest implementation of Transit Tomorrow and we will work to educate our community that a major key to low carbon transportation is convenient (frequent) transit service. Let's build resilient, healthy and climate-smart communities together | Thank you for your comment will be shared with staff and consideration. |
| 616 | 3/5/2020 | Pete Sorenson | Email to Board | All | Transit Tomorrow | Neutral | We know you face pressure from South Eugene neighbors and others who are losing service in the areas identified in the Transit Tomorrow plan. They have organized to express their concerns, as of course they would. Any additional outreach you can do to ensure their concerns are being solicited and/or addressed seems essential. We in 350 Eugene advocate for the strongest possible climate policy, where large system changes, like Transit Tomorrow, can make substantial progress to slow the accelerating warming of our planet. The science is clear. We do not have time for incremental actions. We have to cut emissions as quickly as possible. This is not easy. It requires truly deep change. We think Transit Tomorrow represents that deep essential change. Thank you for taking on this difficult and complex work. We will continue to push for the broadest implementation of Transit Tomorrow and we will work to educate our community that a major key to low carbon transportation is convenient (frequent) transit service. Let's build resilient, healthy and climate-smart communities together | Thank you for your comment will be shared with staff and consideration. |
| 617 | 2/11/2020 | R.V.F. | Email | All | Transit Tomorrow | Discontinuation of Route | Thanks for meeting with me on the topic the drop in bus service in Southeast Eugene. Apparently the Arcimoto option we discussed has been rejected by the groups that advocate for the people with disabilities. I am very disappointed to hear of the proposed route cuts to the LTD. If you all have any interest in curbing our homeless crisis, I suggest you keep these routes. Many minimum wage workers use these routes as their sole means of transportation. If someone is unable to travel to work reliably, they can't pay rent. 1+1= this proposal directly puts people on streets. People who use social security often cannot drive or don't have a costly vehicle and rely on buses to take them to doctors appointments, the grocery store, the post office, the park. If your argument that bus usage is down, that is a failure on your marketing and advertising team. Tell people that the bus is more environmentally friendly. Buy your own ad space on the sides of the bus. Advertise in Eugene Weekly, buy a banner over 7th. You all invested in greener busses, tell the city what an accomplishment it is to be recognized as one of the nations best bus systems. Go on, toot your own horn. People aren't going to park their car to ride the bus if they don't have an incentive, like reducing the carbon footprint and keeping bus drivers employed, and helping to keep this community moving. This proposal and brainless and inhumane to our most vulnerable populations. The 21st century introduced a globalized world which requires people to travel more than ever before. If your drivers are sick and tired of dealing with homeless people having PTSD meltdowns, and traffic officers having to kick workers off the bus because they can't afford a ticket, don't be an enabler to the homelessness problem. That certainly won't make anyone want to ride the bus more. | Thank you for your comment will be shared with staff and consideration. |
| 618 | 2/24/2020 | Ray Cesaletti | Comment form | All | Transit Tomorrow | Discontinuation of Route | Please consider working on your business practices instead of choking your own community. Less wait it is good, but, coverage is crucial. A mile is too much for many people. Coverage needs to (increase) frequency to smaller buses (for some routes.) Fare should be reduced or eliminated this year, I gave my car to St Vinnie's. I'll not own another car. | Thank you for your comment will be shared with staff and consideration. |
| 619 | 2/6/2020 | Robert Hendrix | Email | All | Transit Tomorrow | Discontinuation of Route | I invested much time & energy in Transit Tomorrow and in Moving Ahead, but it took me a while to realize that TT was just a dog & pony show LTD employed to convince the public that its input honestly mattered. It was a set-up from the get-go; otherwise, why were the only options more frequency on core routes or more coverage off-core? I could've told LTD how that vote would go and saved them hiring an independent assessment firm, catered lunches, conference rooms, etc. But I can appreciate the notion of "making short-term Transit Tomorrow sacrifices" so as to potentiate "long-term accomplishments to come in Moving Ahead." Ya know, it shouldn't always be about ridership: sometimes it should just be about service. Over the years I've also fought to get us more service on the #76, now, the #78; how ironic that the complete opposite is just on the horizon. So, in the meantime, why couldn't we have "gone out in style," with a realistic schedule - even if that meant fewer runs in favor of more on-time runs during those times of the day when it's pert-near impossible to do so? Why not eliminate one or two of the morning and afternoon runs, then use the time freed up to extend those run times which occur when traffic is more heavily congested? Why not have less-stressed operators, and riders who are happier because arrival & departure times are consistent & reliable? If one doofus driver can cause a helpful bus stop sign to go away, what damage could be wrought by a number of drivers' voices joined against continuing the #78 Route - simply because of an unrealistic schedule which could, in all probability, be changed into being realistic & doable? (Again, back to the "conspiracy" question.) Anyhoo, I suppose that none of this truly matters, since this route will undoubtedly fade into the sunset. The reason I'm not feeling "defeated" is because, someday, I believe that my "vision" will come to pass (also, that this route will resurrect): 1) substations for EmX buses in all the major corridors/core routes - Coburg Rd, River Rd, Hwy 99, perhaps Barger; 2) as much as possible only EmX buses going to the downtown station; 3) regular-sized buses restricted to outlying areas, arriving to/departing from only the substations instead of to/from downtown - similar to Springfield Station; 4) shuttles (such as vans or Ride Source rigs) traveling throughout neighborhoods, picking up & delivering riders to regular-sized buses, which in turn pick up & deliver to the substations. Is sacrificing some of the short-term worth attaining more of the long-term? Probably so. "Defeated," No; tired of engaging, only to be spun around, Yes. I'm spent. Enough is Enough. | Thank you for your comment will be shared with staff and consideration. |
| 620 | 3/5/2020 | RVF | Email | All | Transit Tomorrow | Discontinuation of Route | I am very disappointed to hear of the proposed route cuts to the LTD. If you all have any interest in curbing our homeless crisis, I suggest you keep these routes. Many minimum wage workers use these routes as their sole means of transportation. If someone is unable to travel to work reliably, they can't pay rent. 1+1= this proposal directly puts people on streets. People who use social security often cannot drive or don't have a costly vehicle and rely on buses to take them to doctors appointments, the grocery store, the post office, the park. If your argument that bus usage is down, that is a failure on your marketing and advertising team. Tell people that the bus is more environmentally friendly. Buy your own ad space on the sides of the bus. Advertise in Eugene Weekly, buy a banner over 7th. You all invested in greener buses, tell the city what an accomplishment it is to be recognized as one of the nation's best bus systems. Go on, toot your own horn. People aren't going to park their car to ride the bus if they don't have an incentive, like reducing the carbon footprint and keeping bus drivers employed, and helping to keep this community moving. This proposal and brainless and inhumane to our most vulnerable populations. The 21st century introduced a globalized world which requires people to travel more than ever before. If your drivers are sick and tired of dealing with homeless people having PTSD meltdowns, and traffic officers having to kick workers off the bus because they can't afford a ticket, don't be an enabler to the homelessness problem. That certainly won't make anyone want to ride the bus more. Please consider working on your business practices instead of choking your own community. | Thank you for your comment will be shared with staff and consideration. |
| 621 | 2/6/2020 | Samantha Caylor | Email | All | Transit Tomorrow | Discontinuation of Route | I ride the 51, 52, 41, 12, 13, 40, 66, 67, 24, 18. These routes get me to where I need to be due to three accidents last year I have had a hard time walking because of my pain. These routes are crucial to all of your riders. Please don't change, take, or cut parts of the routes. Some people have a hard time with life as it is. This will only make it harder for most and make those that are parents worry whether or not their children are safe. I can't legally drive due to seizures so this is my only means of transportation. | Thank you for your comment will be shared with staff and consideration. |
| 622 | 1/31/2020 | Sandra Whitaker | Email | All | Transit Tomorrow | Discontinuation of Route | Please do not cut these proposed routes. Many Eugene citizens depend on the bus for their only transportation - youth, elderly, all ages & disabled. Thank you. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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|-----|------------|--------------------|---------------------|------------|--------------------------|--------------------------|---|---|
| 623 | 3/6/2020 | Sandy Coffin | comment Form | All | Transit Tomorrow | Support | Now that I know the Centennial/MLK bus would come every 15 minutes, I'll start using it (Route 13 I think) | Thank you for your comment. It will be shared with staff and considered. |
| 624 | 2/10/2020 | Sherril Schultz | Email | All | Transit Tomorrow | Support | I recently submitted a letter to the Register-Guard in support of the tough choices LTD is making in the Transit Tomorrow plan, and am forwarding a copy below. As a car-free person and observer of American society for more than five decades, I know we need bus service every 15 minutes — like the wonderful EmX — to get Eugeneans out of their cars. Carry on! To the editor: Jess Roshak's Guest View (Feb. 9) is misinformed. Seattle, where I lived for 25 years without a car, does not lead the nation in transit ridership because of investments in bus priority signaling, traffic solutions, sidewalks, or covered bus stops. As a King County press release (readily available via Google search) says, "The increase [in ridership] follows continued investment in bus and light rail service that together offers riders frequent and reliable travel options" -- just what LTD is wisely proposing in Transit Tomorrow. To be specific, Seattle light rail runs every 6, 10 or 15 minutes, and buses run at least every 15 minutes. No one needs a timetable to ride the bus or light rail in Seattle because it comes often. Beyond that, an easy-to-use app tells riders what routes serve any given stop and when the next ones will arrive. The other key ingredient is compact urban development, of the kind Eugene has been resisting tooth and nail for decades. There are multi-story apartment buildings at every light rail station in Seattle -- something much needed here along the EmX, LTD's sleek version of light rail. LTD is on the right track -- stop trying to derail it. | Thank you for your comment. It will be shared with staff and considered. |
| 625 | 1/17/2020 | Sherry Bosch | Email | All | South Eugene High School | Discontinuation of Route | There have been postings about LTD Routes: #28, 73, 24, 27, 33, 55 and 78 and others possibly being eliminated. And that there is a community meeting about it scheduled for Jan. 23, 6-8:30 pm. I will be unable to attend that meeting, but I definitely want to voice my deep concerns especially in relation to bus #27. These bus routes will eliminate much of the bus service to and from South Eugene High School (SEHS), which does not have its own school bus system. Many of the parents and students at SEHS rely on this bus service for their students to get to and from school. For example, we live off of Moon Mountain near Laurel Hill Drive, which is about 4 miles from SEHS and we have had 2 sons who ride the bus daily from school. Like many parents, we are working and can't supply rides home from school and we were thrilled when LTD earlier this fall made the announcement that all 4J students can ride the city bus to/from school. So, I am confused why you would make that available and then eliminate routes that would get students to school. Please reconsider eliminating these bus lines, or at least continue providing them at the crucial times for starting and ending schools. | Thank you for your comment. It will be shared with staff and considered. |
| 626 | 2/20/2020 | Socrates Thalassos | Email | All | Transit Tomorrow | Discontinuation of Route | What is your position on the obscene and indecent changes proposed by LTD to deprive tens of thousands of people of bus service and force many more cars on the road? | Thank you for your comment. It will be shared with staff and considered. |
| 627 | 2/24/2020 | Stefan Kwiatkowski | Email | All | Transit Tomorrow | Support | I am mildly IN FAVOR of the proposed new system redesign. One compromise regarding "ridership vs. coverage" -- if all the (non-EmX) 15 minute route segments shown on map reverted to 20 minute frequency at night/on weekends, would that perhaps free up some driver labor-hours to allow LTD to keep SOME OF the coverage?! | Thank you for your comment. It will be shared with staff and considered. |
| 628 | 11/13/2019 | Stephen Johnston | Comment form | All | Transit Tomorrow | N/A | Limited # of characters, so I'll share one broad concern: Based on information from your website, I am concerned that the process to implement broad changes to the system appears already to have fixed deadlines. I suggest LTD maintain ongoing, transparent, and creative dialogue with stakeholders toward a redesign that develops organically rather than one that says we have until such and such arbitrary date in 2020 for the changes to be implemented. If it has been 20 years since the last system redesign, would it be unrealistic to spend another year (or even two) to create a plan that would meet the needs of LTD and of the community so reliant on the service it alone provides? Is LTD fully using the resources of the community (the UO and its public planning graduate program, for instance)? What successful models has LTD looked at around the country and, especially, Europe, where public transit is central to urban design. I hope that LTD is using best information in its process. | Thank you for your comment. It will be shared with staff and considered. |
| 629 | 11/18/2019 | Steve Piercy | Comment form | All | Transit Tomorrow | N/A | I telecommute. I ride LTD when I cannot ride my bike for whatever reason and I don't want to drive | Thank you for your comment. It will be shared with staff and considered. |
| 630 | 12/20/2020 | Steve Piercy | e-mail to Josh Skov | All | N/A | Stats | I think this survey is flawed. It has usability issues. It does not allow people to provide feedback easily. Its questions are structured in a way that prevents users from providing the information that they wish to convey. I am concerned about this statement on the Transit Tomorrow home page: More than 62,000 local residents participated in Transit Tomorrow through public meetings, media outreach, print materials, and online engagement. Given that Eugene has only about 160,000 residents, I was highly skeptical of this 39% participation claim. I have never in my life seen a participation rate for public transit higher than that of recent voting rates. I dug into the data to see what I could see. See attached PDFs of the two pages that I extracted from two LTD reports. Note this quote from the Phase 2 document: In total, this campaign was seen by more than 60,000 people, through the media outlined in the table below. "Seen" is not "participated". "Seen by more than 60,000 people" is suspect, too. It could mean that the item was served to but ignored by the human. Facebook Post Reach is an estimate that does not reveal unique visitors that are actual humans, and not duplicates, bots, or residents outside of Eugene. A more accurate statistic is Post Engagement. For websites, the proper count is Unique Visitors within a targeted geographic boundary. As a web application developer by profession who uses web analytics to inform my clients to make good decisions, I think you ought to set the record straight. I have shared this information with BEST's communications team, too, and they are aware that I have contacted you. I hope that this is an honest mistake, and not a dishonest spin tactic. Please let me know. Thank you! | Thank you for your comment. It will be shared with staff and considered. |
| 631 | 2/13/2020 | Tanina Palmersheim | Email | All | Transit Tomorrow | Discontinuation of Route | Cutting this bus line will be detrimental for the community. Not only will students of UO be without transportation, but also for many whom use this bus line for work, doctor appointments and such. This matter needs to be reconsidered. | Thank you for your comment. It will be shared with staff and considered. |
| 632 | 2/6/2020 | Todd Miller | Email | All | Transit Tomorrow | Support | I strongly support LTD's goals to make our transit system more efficient, more effective, and more socially-environmentally responsible. The proposed plan is good; however, more must be explicitly included on how to (1) ensure service connectivity to neighborhoods with diminished service, (2) enhance the "final mile" between transit stops and home/workplace - primarily by investing in key sidewalk routes with widening/connectivity, lighting and pedestrian/crossings w/ADA access, and (3) partnering on alternative transportation solutions (from Lyft to e-scooters). | Thank you for your comment. It will be shared with staff and considered. |
| 633 | 2/6/2020 | Wren Fulner | Email | All | Transit Tomorrow | Support | I am a current Masters of Social Work student at Pacific University interested in equity and policy, and am pleased to see this prospective plan to shift the transit system to better serve riders and communities most in need. I am particularly struck by the proposed increases in frequency access for people of color and people experiencing poverty, two groups often underrepresented in city politics. Though there will certainly be communities and individuals perturbed by reduction or elimination in services (notably the Southeast Neighbors association), it is essential to prioritize transit access for our low income neighbors rather than the desires of a few more privileged individuals. I am a transplant from Minneapolis/St. Paul where I was a regular transit user, largely due to the number of routes with 10-15 minute service. I look forward to seeing a similar system implemented in Eugene/Springfield in the years to come. | Thank you for your comment. It will be shared with staff and considered. |
| 634 | 1/13/2020 | Rick Allen | Comment form | 33, 66, 67 | 24th/25th and Chambers | Discontinuation of Route | My special-needs son with down syndrome rides the LTD bus every day to get to work Monday through Friday. He already has to walk a mile just to navigate the system from his home near 25th and Garfield to the Sheldon area. The proposed complete elimination of the 33 route would have him walking 2 miles per day with a heavy pack and sometimes in inclement weather after he has been on his feet working in a kitchen. Life is already hard enough for him and you people are going out of your way to make it even harder. What is the matter with you? | Thank you for your comment. It will be shared with staff and considered. |
| 635 | 2/24/2020 | Ben VanderMeer | Email | EmX | West Eugene | Discontinuation of Route | I am against the new proposals for West Eugene. This is going to make the buses more crowded and/or cause people to find alternate transportation if they can. The new proposals will cause me to be late to work (I have a small window between dropping my child off at her school and getting the bus I need to get to work). If revenue is the issue, begin charging riders of the EMX. They currently ride for free. The figures above in the article show that EMX ridership is up more than regular routes are down. Charging for using the EMX will, at the very least, bring in some revenue for the rest of the system. | Thank you for your comment. It will be shared with staff and considered. |
| 636 | 2/25/2020 | Cory Schmidt | comment form | EmX | Transit Tomorrow | Discontinuation of Route | I'm writing on behalf of individual with disabilities, whom now lives up a mile from there bus stop. RideSource is already a below average service (expensive, always late). What considerations are there for those who do not have physical or cognitive ability to walk to and from bus stop? | Thank you for your comment. It will be shared with staff and considered. |
| 637 | 2/24/2020 | Greg Edblom | Comment form | EmX | | Discontinuation of Route | While the trade off is difficult, I favor frequency over coverage. I'm not one of those who live in Fox Hollow. I increasingly have to rely on the bus. To lower climate and pollution related health impact of country transportation, LTD could end purchases of diesel buses and eliminate passenger fare. | Thank you for your comment. It will be shared with staff and considered. |
| 638 | 3/6/2020 | Madeline Reznick | Comment form | Emx, 1 | Eugene Station | Discontinuation of Route | Comforting that the needs of the entire community are being accounted for. I would like to see some measures to better connect those who will lose service with new routes. If the system is "outdated" now, more infrastructure may need to be considered more than it is. | Thank you for your comment. It will be shared with staff and considered. |
| 639 | 1/13/2020 | Melinda Richardson | Comment form | EmX, 24 | W 11th Donald | Discontinuation of Route | I do not drive and these buses are the only way for me to get to work and back home. | Thank you for your comment. It will be shared with staff and considered. |
| 640 | 2/25/2020 | Melisa Eason | comment form | EmX, 17 | Transit Tomorrow | Discontinuation of Route | I was reading about the proposed MOD options in the south hills and Hayden bridge area. I greatly appreciate that you considered this need. However, there are 4 churches served by the existing 17 route that would not be served by the MOD service as it's proposed to only be available on week days. Would you consider adding service on Sunday mornings only? Also, the wording is rather confusing. It talks about requiring that a ride be to or from the service area and the nearest bus stop. But the MOD area is several blocks from the nearest bus stop so would a user who lives outside the MOD area need to walk to a bus stop to utilize service? | Thank you for your comment. It will be shared with staff and considered. |
| 641 | 2/24/2020 | John Fomai | Comment form | EmX,93 | Transit Tomorrow | Discontinuation of Route | FCR Veneta is one of the larger employers in the county, eliminating the 93 route would force those of us to find employment elsewhere or to purchase a car. Speaking with the majority employees at FCR, ridership would increase if the bus to Veneta had more frequent runs waiting, waiting 1.5- 2 hours for the next bus forces use at limited PTO + increases call outs, | Thank you for your comment. It will be shared with staff and considered. FYI, the current network does not affect Rural services. |

Transit Tomorrow Comments Through March 12, 2020

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| 642 | 1/17/2020 | Alexandra Geddes-Osborne | Email | N/A | N/A | Discontinuation of Route | I've just seen the map of proposed route changes marked effective Nov 2019. It is at this url: https://transittomorrow.org/proposed-changes-to-the-system/?fbclid=IwAR2lafPhN7i9MPNnXGb1pFuNM1qH1fEJtw-ptpANs7dTosov9VcsIYVa6k The bus is my primary mode of transportation. There are three places I go regularly on the bus, and this proposal will mean that you no longer go to two of them. This will really be difficult for me, if you do it. Please reconsider. | Thank you for your comment will be shared with staff and consideration. |
| 643 | 1/29/2020 | Alyssa Baz | Email | N/A | South Eugene | Discontinuation of Route | Thank you LTD for years of great bus service. I grew up in this town riding the bus and still use it occasionally to reduce my carbon footprint. My kids now ride the bus as their primary source of transport, which further reduces our gas consumption, as well as road and traffic impacts. The proposed cuts to South Eugene routes would negatively impact not only my family, but others that I know. I hope your committee will reconsider the cuts to South Eugene bus routes. This valuable service is appreciated and depended upon by many demographics. Thank you for your time and consideration | Thank you for your comment will be shared with staff and consideration. |
| 644 | 2/7/2020 | Brian Poverman | Email | N/A | N/A | | Incorporate Transit Tomorrow schemes into the Willamette Street reconstruction | Thank you for your comment will be shared with staff and consideration. |
| 645 | 2/14/2020 | Christopher Bristow | Email | N/A | South Eugene | Discontinuation of Route | South Eugene is the home of many families, students and beloved citizens of Eugene. By the look of the proposed transit routes, south Eugene takes a huge hit to its accessibility to a bus line. Specifically, people who live on the Jefferson bus line, and those living up Fox Hollow and the stops in the upper hills. Buses going up to where Fox Hollow meets Donald are also used to get to the Ridgeline Trails. This is an important detail for those who want to hike and don't drive. | Thank you for your comment will be shared with staff and consideration. |
| 646 | 2/7/2020 | David Thompson | Email | N/A | Fox Hollow & Willamette | Discontinuation of Route | I would like a larger, more detailed map of the proposed route through Fox Hollow and south Willamette to downtown. | Thank you for your comment will be shared with staff and consideration. |
| 647 | 2/14/2020 | Dean Hale | Email | N/A | South Eugene | Discontinuation of Route | Frequency of routes is appreciated, but not at the cost of eliminating service, especially routes serving S Eugene. The letters to the editor of the Register Guard disclose serious concerns. With the additional revenue from transit tax, LTD has more resources to add without cutting other services. Thank you. | Thank you for your comment will be shared with staff and consideration. |
| 648 | 2/6/2020 | Deena Berg | Email | N/A | South Eugene | Discontinuation of Route | As someone who is moving soon, I am very concerned about those who have already relocated to places because they had bus service. It seems from the petition signed by over 1300 people (the number last time I checked) that many more than 500 people will be affected from reduced service in South Eugene. People using the bus include students, and lower income families who can't afford to move. With proposed changes to reduce parking requirements and make it possible for more accessory dwelling units to be built in South Eugene, does this make sense? It seems that a better balance is needed between frequency on shorter routes, but still allowing those who rely on the bus to have access. | Thank you for your comment will be shared with staff and consideration. |
| 649 | 11/25/2019 | Denis Shelton | Email | N/A | N/A | Public comment Sessions | I picked up a schedule board meetings and public comment sessions from your office. Listed was November 21 at 5:30-7:30 PM at the Springfield City Hall Library. We organized a few people to attend and comment on proposed route changes and were told at the library they had never heard of such a meeting. How can you put out such false information for such an important subject? This was a real inconvenience for us and others and deserves an explanation. | We sincerely apologize; it was result of a change in the timeline to better communicate messages in the future. |
| 650 | 2/14/2020 | Elaine Kablocki | Phone | N/A | 34th & Ferry | Discontinuation of Route | She read a Next Door thread that was concerning to her. She was discouraged by our voicemail box that accepts comments and stated it was confusing to people who wanted a call back. Ms. Zablocki is concerned about changes in South Eugene. She purchased her house because of the proximity to the bus lines. She currently drives but may stop at some point in the future. She has some difficulty walking far right now and would like to maintain close access to a stop. She understands the point of the proposal but values coverage service. After explaining the proposed changes, she noted that there was misinformation online and that she would try to post links to the correct material. | Thank you for your comment will be shared with staff and consideration. |
| 651 | 2/24/2020 | Elise Kimmons | Email | N/A | Southeast Neighborhood | Discontinuation of Route | Why entirely cut off Southeast bus services to 54 stops? A better idea that would still serve most riders and reduce costs/emissions is to reduce frequency during the weekdays as well as how early/late the buses run. Also, have you considered population density & ridership data in order to close only those stops that are low in both categories? | Thank you for your comment will be shared with staff and consideration. |
| 652 | | Elizabeth Debenetto | Voicemail | N/A | N/A | Discontinuation of Route | I have some serious concerns about the proposed new bus route. I get it, it increases ridership, but it also kills accessibility. I see on your website you have access information for residence, people of color, poverty, etc. I think it's really important do you have a section for people with disabilities because this proposed change seems nice on the outside but what is it being paid attention to is the percentage of riders that have disabilities. and these proposed changes would either limit or completely cut off the access to the bus system. | Thank you for your comment will be shared with staff and consideration. |
| 653 | 11/20/2019 | Ella Gilchrist | Comment form | N/A | From 25th and willamette to downtown. Alton baker. | Discontinuation of Route | Please do not remove routes from south eugene. I already miss my lunch time at school due to routing. 120 kids go to this alternative school and having any more stressors would not be good. | Thank you for your comment will be shared with staff and consideration. |
| 654 | 2/24/2020 | Gail Dillion | Comment form | N/A | Transit Tomorrow | Discontinuation of Route | After almost getting knock over twice by larger people (MALE) and not any more information than could have been written in a pamphlet I left. Somehow a meeting should have chairs, better info and courtesy. | Thank you for your comment will be shared with staff and consideration. |
| 655 | 2/24/2020 | Jare C Rosemeyer | Comment form | N/A | Transit Tomorrow | Discontinuation of Route | A - Personal problem with the new routes 1) I would have to walk 2-3 times as far to catch the direct bus. 2) for outbound routes, would either have to transfer buses or walk about a mile to catch direct bus. 3) All incoming and outbound buses serving Bethel Danebo would go over the railroad tracks north of four corners, leading to inevitable delay. Also the new route would meander through the Whiteaker neighborhood instead of taking direct route like it does now. 4) In short the proposed new routes will make it more likely, not less, that I will choose to drive my own car instead of taking the bus. I want to see LTD statistics on how frequently the current # 40 bus is impacted by trains. B- The new routes are touted as green, as reducing GHG emissions. I want to see examples of other cities in which transportation tomorrow templates (namely increasing frequency on trunk routes and cutting neighborhood routes) has been successful. I want to know what LTD's baseline is for measuring an increase in choice rider as opposed to those who ride by necessity. Does LTD have any statistics regarding the percent of current ridership that ride by choice? How will you measure an increase in those riders? If, at the end of a test period, overall ridership has not increased or has further declined, is there a plan B? C- Transit Tomorrow changes are also touted as cost cutting *** How much is LTD projected to save in what time period? ** Are projected savings tied to hypothetical increase ridership? ** What is cost necessary? several other transit Districts, some near Eugene-Springfield, have committed to eliminating fares all together. What stands in the way of LTD following their example? Please send comments or answers to the above questions to: | Thank you for your comment will be shared with staff and consideration. |
| 656 | 11/8/2019 | Jennifer Hornsby | email | N/A | N/A | | Dear LTD leadership, I have been reading about LTD's plans to streamline bus routes and increase frequency of service. These are worthy goals that serve the community and my family well, but I do have concerns. Trimming the 28 line will make it difficult for students who ride the bus to and from Ridgeline Montessori Public Charter School, as well as for elders and their visitors at Emerald Valley Assisted Living. Ridgeline is a K-8 school with a regular group of students who rely on LTD to reach school and return home. And while there may not be a large number of elders who rely on bus service to and from Emerald Valley, I bet the ones who do ride the bus find that it grants them independence and agency. Please consider retaining the part of route 28 that swings past Ridgeline and Emerald Valley. This would enable LTD to continue providing public transit that works well for children and elders—two of society's most vulnerable groups. My family includes two non-drivers (including one with a disability) who rely on your buses almost every day; thank you for the good work you do! We are active in the community, with frequent evening meetings downtown and elsewhere, and we welcome the upcoming increase in bus frequency. | Thank you for your comment will be shared with staff and consideration. |
| 657 | 2/21/2020 | Keith Beyer | Comment form | N/A | Transit Tomorrow | Discontinuation of Route | This is a terrible meeting space. You people can better, I believe. (Signed) | Thank you for your comment will be shared with staff and consideration. |
| 658 | 2/25/2020 | Kory Rodley | comment form | N/A | Transit Tomorrow | Discontinuation of Route | I appreciate more frequent trips along central corridors I would not have to know the bus schedules and still be able to ride bus to get shopping areas, events etc. | Thank you for your comment will be shared with staff and consideration. |
| 659 | 11/8/2019 | Larinda Nelen | email | N/A | N/A | | Please do not change the routes and bus schedules in South Eugene. We are retired and need to take the bus on Fox Hollow. We need to get to Albertsons often. We know young and older people who rely on the bus daily. Please reconsider | Thank you for your comment will be shared with staff and consideration. |
| 660 | 11/19/2019 | Laura | Phone | N/A | Southeast Neighborhood | Change in Service | Laura wanted to say thank you for coming to their neighborhood association meeting and for all the notifications that alerted her to the meeting. She will be there to learn more. | Thank you for your comment will be shared with staff and consideration. |
| 661 | 10/22/2019 | Maurya Kaarhus | Email | N/A | Amtrak & Airport | Want new routes | please link bus service to the airport and to the Amtrak. I'm unable to walk from the Amtrak to the downtown station. Hip injury. Many who take the bus and train are disabled. The train schedule between Eugene and Portland are very limited. When the train arrives in Eugene, there's no possible connecting bus to downtown station, it doesn't run that late. Even if I were able bodied and could walk there in 5 minutes, I'd have to wait 40 minutes at the downtown bus station in the cold and dark. After 8pm everything downtown near the station is closed. Thanks for considering those of use who travel often to Portland. | Thank you for your comment will be shared with staff and consideration. |
| 662 | 2/7/2020 | N/A | Phone call | N/A | | Discontinuation of Route | The map on the webpage is not easy to read and when you click on it, it should expand, but it doesn't. People are commenting on it on "Next Door." You should fix it as soon as possible. | Thank you for your comment will be shared with staff and consideration. |
| 663 | 3/6/2020 | N/A | Comment Form | N/A | N/A | Discontinuation of Route | I would like to have the board researching how LTD will serve those areas losing service ASAP so they can engage with those neighborhoods as soon as they make a decision. Also, I would like to see the Board engaged with 4J for student solutions | Thank you for your comment will be shared with staff and consideration. |
| 664 | 11/11/2019 | N/A | Remix | N/A | N/A | Impact to students | It appears that this plan gives up on providing service to school kids who will be increasingly dependent on something other than private vehicles. | Thank you for your comment will be shared with staff and consideration. |
| 665 | 11/11/2019 | N/A | Remix | N/A | N/A | Stop Amenities | With the removal of stops on Royal Avenue (and the distance between stops) hopefully you would upgrade the stop at Fairfield near Royal to include seats and a cover | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 666 | 1/31/2020 | Nancy Nichols | Email | N/A | South Eugene | Discontinuation of Route | <p>Many people with mobility limitations have made housing decisions based on convenient bus service. Assuming that these same people will be able to keep using the bus if the closest stop is 6 or 10 blocks away rather than one or two is a fallacy. Even folks who can easily walk 6 blocks will pass on the more frequent bus service if they have to spend 5 extra blocks walking in the rain. The current plan to eliminate routes is going to cut ridership. Senior and disabled riders can schedule doctor appointments and shopping trips in mid-day when ridership is low and fewer buses are needed to get people to and from work. Even if service is reduced, please keep the existing routes. Just because someone checks a box on a survey to say he doesn't ride the bus because it doesn't come often enough does not mean that he will park his car and start riding once it comes more often. The habit of driving is hard to break. Considering that so many regular riders didn't get the word about the route cuts, it seems unlikely that LTD has the ability to reach enough people who do not now use the service to make up for those who stop riding. I am someone who has only recently started regularly using LTD buses. I made a point to finally learn the schedules near my house as part of a plan to have a smaller carbon foot print and to be familiar with the bus system when I can no longer safely drive. Some suggestions on improvements that would lure more people onto the bus:</p> <ol style="list-style-type: none"> 1) More covered bus stops. They don't need to be the ones with benches which are often too wet to sit on, but something half that size where you could stand out of the rain would be great. In addition to making a difference to regular riders, covered bus stops help alert neighborhood residents to the availability of bus service. (Why is there a covered stop in front of Bi-Mart at 18th and Chambers but none in Front of Albertsons right across the street? The ridership must be almost the same for these two stops.) 2. Every stop should have a schedule. A large portion of the minor stops in my neighborhood don't have schedules. Seeing a schedule so they know when the bus comes can nudge someone to give the bus a try. 3. I have heard that the 78 bus that goes along 18th to the U of O is one of the routes on the chopping block. If you fold that route in with the 36 it could still service the U of O (without a transfer) if instead of turning on Olive and Willamette, the route went north and south on Patterson and Hilyard before looping back to the downtown station. That would at least get students within easy walking distance of the U of O. | Thank you for your comment will be shared with staff and consideration. |
| 667 | 12/12/2019 | Randall Good | phone | N/A | South Eugene | Discontinuation of Route | My wife and I live in South Eugene, and she rides the bus to and from work every work day. Removing this route would make it impossible for my wife to get to and from work using the bus. We bought this house BECAUSE there was a bus stop close to it. If you remove our route, we will have to buy a car and that will put one more car on the road, which I know doesn't fit with your long-term goals for the community. | Thank you for your comment will be shared with staff and consideration. |
| 668 | 10/20/2019 | Rena Dunbar | e-mail to Josh Skov | N/A | Southeast Neighborhood | Discontinuation of Route | <p>It has come to my attention that LTD is discussing limiting already limited bus access for the SE Eugene area. I just want to urge you to reconsider this decision. My son has been a bus rider since he was in 8th grade - which is beautiful, and what we want to encourage in the next generation. Because LTD does indeed make Eugene and Springfield very accessible to those who would use public transit, instead of driving, my son and many of his friends have chosen NOT to drive at all. This is surely the direction we want to go in. Less cars, less negative impact on the roads, in the air, on stress, etc.</p> <p>My son is almost 22 years old and has a job in West Eugene. Decreasing the number of routes to E Amazon would impact his ability to get to and from work in a timely manner, if not make it impossible. Limiting these routes would have a huge impact on people who really need LTD to work, shop, and travel across town.</p> <p>Thank you so much. We truly love the options that LTD makes possible for our community.</p> | Thank you for your comment will be shared with staff and consideration. |
| 669 | 1/31/2020 | Sharon Klein | Email | N/A | Spring Blvd Stop | Discontinuation of Route | Thank you for your reply. I wanted to let you know that I have not seen any signage at the Spring Blvd/ 30th stop, which you stated would be put up by now. I don't think that the people using this stop realize the plan that you are implementing. Specifically, the high school students that this bus stop serves. As I stated, we need to make sure people in the neighborhood are serviced just like the lower income areas. Just because people live off Spring Blvd. doesn't mean that they don't rely on public transit. I still disagree with the fact that high school service should be replaced with the city transit, especially if the city is providing inadequate service. My daughter and many others' still have to walk just under a mile to catch the bus to and from school. | Thank you for your comment will be shared with staff and consideration. |
| 670 | 2/24/2020 | Sigh O'Nara | Comment form | N/A | N/A | Discontinuation of Route | Have you considered having the last bus leave Eugene at 0215 to get bar crowd leaving? Not sure how feasible it would be, but it seems worth discussing. How many conversations regarding aotain(?) of the buses are happening? | Thank you for your comment will be shared with staff and consideration. |
| 671 | 2/20/2020 | Sue Laks | Email | N/A | N/A | Discontinuation of Route | When I had my surgery and couldn't drive or walk very far, the 78 bus line on Bailey Hill was my life line to shopping at Fred Meyer's. Walking the extra blocks to 18th would be a hardship. I also wish it had service on weekends. | Thank you for your comment will be shared with staff and consideration. |
| 672 | 2/7/2020 | Teresa Bishow | Email | N/A | Crescent | Discontinuation of Route | Please retain existing frequency of service on Crescent Avenue, especially east of Coburg Road. This area of NE Eugene has experienced significant growth. The McKenzie Apartments at Crescent Village (northeast corner of Coburg and Crescent is nearing completion) and WinCo Foods plans to open at the southeast corner of Coburg and Crescent. Crescent Village has achieved a residential density of 28 units per acre! The density of employment along Crescent and Chad Drive also supports transit. | Thank you for your comment will be shared with staff and consideration. |
| 673 | 10/18/2019 | Terri Williams | Email | N/A | N/A | 24-hour service/late night service | Let's be like Portland and run buses 24 hours. Lots of people work swing shift and night shift. They can't get home. My nephew takes the bus and puts his bike on it. He can get to work but since he gets off around one he has to bike all the way home near Amazon Park. He doesn't own a car. Fine during the summer but fall with rain and winter ice. Very dangerous. Please consider this. | Thank you for your comment will be shared with staff and consideration. |
| 674 | 2/27/2020 | Helen Zuelow | Email | Ridesource | RideSource | Discontinuation of Route | Please do not limit access to RideSource. It is a wonderful service and absolutely necessary for the health of many elderly and disabled peoples. | Thank you for your comment will be shared with staff and consideration. |
| 675 | 10/24/2019 | Daniel Wilson | Email | South Eugene Routes | Fox Hollow | Discontinuation of Route | <p>Please do not cut services to our outer neighborhoods! I see the benefit of making the buses more frequent to entice folks to ditch their cars, but existing users who can't access a bus near their home will start driving. Consider decreasing the frequency of service in off-commute hours rather than cutting the lines entirely.</p> <p>My family uses the bus to get into town. Our built environment precludes my children from getting around on their own in any other way, and a cut the services would effectively strand them, as well as other folks like the young, elderly, or disabled who are unable to safely travel by car. The 24 bus in the morning is packed to standing room only with students and downtown commuters. I would hate to see them split up into individual cars, adding to congestion and pollution in town.</p> | Thank you for your comment will be shared with staff and consideration. |
| 676 | 2/27/2020 | Bob Zagorin | Email | Southeast Eugene | South Eugene | Discontinuation of Route | Please reconsider your decision to drastically reduce bus service to south eugene. There are many seniors and students who use these bus lines. There are also many south eugene residents who have supported LTD through some difficult controversies and, speaking for myself, this current decision is so drastic and shortsighted I doubt I could ever support LTD again. | Thank you for your comment will be shared with staff and consideration. |
| 677 | 11/12/2019 | Community Member | Southeast Neighborhood Association Meeting | Southeast Eugene | Southeast Eugene | N/A | Expressed a desire to form a neighborhood transportation committee and asked Mr. Nordin if he would be the point person. Mr. Nordin shared his support for local organizing and said he would be willing to come talk to a group, if one forms; however, he would not be the person | Thank you for your comment will be shared with staff and consideration. |
| 678 | 11/12/2019 | Community Parent | Southeast Neighborhood Association Meeting | Southeast Eugene | Southeast Eugene | Support | He is an EmX supporter. We need buses connecting to downtown so that they can access EmX routes. He support the role of transit and appreciates the values of frequency, but is concerned that frequent service is only useful when you have access to it. | Thank you for your comment will be shared with staff and consideration. |
| 679 | 11/19/2019 | David Stone | e-mail to Josh Skov | N/A | N/A | Discontinuation of Route | <p>Thank you for speaking at the Southeast Neighbors meeting Tuesday night and listening to our concerns. Clearly, LTD's decisions will have a significant impact on our lives, riders and everyone else in our neighborhood and your entire service area. A standing-room-only crowd attests to the importance LTD plays in our lives. So many people took time out of their busy schedules to attend and speak that your portion of the meeting went over-time. When you finished, many people left, onstrating the priority LTD plays in our lives. Here are the salient points you need to consider: - LTD is a tax-supported public service, not a private business concerned only with the bottom line; the people you serve are the "bottom line". - Raw ridership numbers should not drive your decisions. ALL RIDES ARE NOT EQUAL. Rides for convenience (served by more frequent buses) should not be considered equivalent to rides of necessity (served by routes being considered for elimination). Rides of necessity that are lost when entire routes are eliminated fundamentally change people's lives: 1) employees who can no longer reach their jobs without great difficulty. 2) students who can no longer get to school without great difficulty. 3) disabled people who can no longer get to vital medical appointments, shopping, etc. 4) People without cars for economic reasons or personal choice to reduce environmental impact or to reduce congestion on our roads. These are all problems that have been already solved by the current LTD system. Lets not go backwards. - Property values are already going down with even just the threat of route elimination. More than one person testified that they chose to buy their house because it was on a bus route. - Many want to "age-in-place" Absence of a bus route should not drive a person into a nursing home. - For a number of people, eliminating a bus route will drive them to use RideSource. LTD must calculate the increased cost of serving them with the much more costly RideSource vs the savings of eliminating bus routes. It may turn out that much or all of the cost saved by eliminating routes will be spent on increased RideSource services. Ironically, serving potential RideSource riders with existing routes could save those routes for everybody. - The South Hills are just that - hills. Even fit people are challenged by steep hills, slippery sidewalks and other attendant difficulties when they must walk further to get to a more distant bus stop, especially in the winter when nighttime darkness comes earlier and weather (rain, ice and snow) make walking hazardous. - LTD is not just transportation; it is an environmental and social service, and we value LTD for that. - You well understand the role of "The Bus" in reducing congestion and the need for more roads, reducing pollution and mitigating climate change and you are to be commended for the actions you have taken in service to those problems - "The Bus" supports disabled people who have no other way to get to vital medical and social services and to do necessary shopping. - It supports people who can't drive or can't afford a car or the extra car some families would need without the routes to be eliminated. - It supports education by transporting kids to school. - It supports the social life of kids who would otherwise be stuck at home in front of a screen (Facebook is no substitute for in-person contact) instead of getting to a job, sports and other civic activities. - It is dismissive and elitist to assume that the South Hills is so prosperous that that section of town doesn't need complete bus service. As you heard, many South Hills apartment residents rely on bus service to get to their jobs, as do service workers who are employed by residents of South Hills - ALL RIDES ARE NOT EQUAL. - Not one attendee spoke in favor of the proposed changes. Finally, I would like to take issue with your attitude "I'm happy to be trashed. it's my job" This is offensive on so many levels. - Opposition to LTD plans is not "trash" (to be thrown out). It is a sincere, well thought-out expression of the negative impact LTD's decisions will have on their lives. - "I'm happy to be trashed" personalizes the discussion. No one attacked LTD officials personally, in fact many acknowledged the difficulty LTD faces in planning "Transit Tomorrow". Please assure us that giving input to LTD is not a waste of our time. Please respond to each point the public has made in a report easily available to the public, before the changes are finalized. Please clearly describe the changes (if any) that you make to your plans that incorporate our recommendations, just like the IRS summarizes significant changes in the tax code when they send out tax forms each year. (Was LTD really listening, or just paying lip-service to public input?). Done right, the public will accept justifiable changes in services (in the form of supporting LTD taxes).</p> | Thank you for your comment will be shared with staff and consideration. |
| 680 | 1/31/2020 | Deborah Jones | Email | Southeast Eugene | South Eugene | Discontinuation of Route | I grew up in South Eugene. I now live downtown with a beautiful view of South Eugene and Spencer Butte. I'm a bus rider and it upsets me very much that LTD would remove these routes. A lot of my friends and acquaintances will be affected if these routes are no longer available. Please reconsider. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

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| 681 | 3/5/2020 | Diana Masarie | Email | South Eugene Area | Discontinuation of Route | I am a SE Eugene resident and your proposal to redesign the bus routes (eliminating access to those in certain areas and putting additional buses in areas that have higher usage) has recently come to my attention. This is due to the fact that those who will no longer be able to access public transportation (should your proposal become a reality) have been vocal about their stress and concern around how profoundly this will affect their lives. It seems to me that LTD would be better serving the community by soliciting additional funding from (?) - I feel certain their must be some place/way to secure additional funds!! The cost to our community and the individuals affected will end up costing the community and the individuals affected TOO MUCH due to missed work, doctor appointments, school, and more. Naturally losing the mode of transportation some have come to depend on, adds significant stress and anxiety, and a feeling that they don't matter. Thank you for rethinking and reworking your current solution to include everyone who appreciates and benefits and depends upon you being there for them. | Thank you for your comment will be shared with staff and consideration. |
| 682 | 2/11/2020 | Edward Goehring | Email | South Eugene | Discontinuation of Route | Have any of the planners behind Transit Tomorrow walked their toddlers, their aging parent or their cousin in a wheelchair (for example) the 1.8-mile round trip that such people would have to make from 28th/Chambers to 18/Chambers under the TT plan? In other words, have planners tested the impact of their plans on themselves and their own friends and relations? | Thank you for your comment will be shared with staff and consideration. |
| 683 | 2/27/2020 | Janice Bohman | Email | South Eugene | Discontinuation of Route | It is extremely disappointing and upsetting that LTD is proposing to cut off bus service to so much of southeast Eugene. There are so many elderly and disabled people, low income folks and students who depend on the service. What are they supposed to do? I understand the theory of your plan, to increase overall ridership by increasing service in high density areas, but it is very unfair to do that at the expense of these people who have set up their lives based on the availability of your service. It seems you could figure out a way to save some by reducing the routes somewhat without eliminating them altogether. Although I don't use the bus myself much now except in special situations, I have planned on using it more now that I am retired and as I get older. I have been a strong, vocal supporter of LTD including during the west Eugene EmX controversy, but if you proceed with this thoughtless, unfair plan, I doubt if I will ever be able to be a supporter in the future. I think you risk losing some of your strongest supporters who live in this part of town, whether they are riders or not. | Thank you for your comment will be shared with staff and consideration. |
| 684 | 3/5/2020 | Jess Roshak | Email | Amazon | Discontinuation of Route | We have a population here that is energized to ride the bus and commutes on buses to work at a higher than the Eugene city average. We support buses and there is also the will here to increase ridership greatly with a few improvements. As your planning process progresses on a system alternative, below is one example of how less bus resources could be used while at the same time actually improving the speed and quality of service for people live south of 30th Ave. Think of a 1-bus route that makes a figure 8 loop (it would not need to run on a schedule if it was a continuous figure 8 and there was the capability to check on ones' phone where it was). It starts at Amazon Station, which is an example of good existing infrastructure that could be improved to utilize more as a park and ride if the parking lot was expanded car share point of drop off (arcimoto?), bike share hub, etc.-- talk about a truly underutilized transit-ecosystem point. The figure 8 travels down the length of West Amazon Drive with only 5-6 fixed stops, located where Amazon Creek bridge crossings are so that people on the east side can access as well, stops at Martin Trailhead, and Center Way, then travels an express non-stop route up east Amazon (this would help congestion on East Amazon and speed up the route considerably!) back up to Amazon Station and from there the other half of the figure 8 would then travel West on 29th, stopping at the important corner of Willamette and 29th for shoppers (which is currently not accessible to people from the 28 line), and travel southbound on Willamette, turning onto 46th, north at Fox Hollow, north on Dillard past Tugman Park and back to the Amazon Station Park and Ride lot. This reaches people on the hills, low income communities, and schools. If Amazon Station were served with frequent 15 minute service to LCC and northbound to downtown via UO, this system would make a LOT of good sense for South Eugenians, be more functional for more people than the current 28/24/73 routes, eliminate the need for a schedule, and save on bus resources. It serves all of the identified arterials in the region and even makes some feeder roads. I would suggest that something like this enclosed Figure 8 south loop could be improved even more significantly as a small pilot free fare zone to get people to Amazon Station and get them where they need to go -- perhaps subsidized by the neighborhood organization and other non-profit arrangements that could be made. | Thank you for your comment will be shared with staff and consideration. |
| 685 | 2/17/2020 | Katy Mello | Email | Willamette Street | Discontinuation of Route | Please don't cut routes. My special needs daughter will not be able to get to school, or anywhere else without the busses on Willamette. | Thank you for your comment will be shared with staff and consideration. |
| 686 | 3/4/2020 | Lisa Oxman | Phone Call | Girls Shelter by Post Office | Discontinuation of Route | I received a notice from the Southeast Neighborhood news that said you were reducing service in the south hills. This won't affect me, but there is a girls' shelter across from the post office that will be affected. The area you are proposing to cut is a residential neighborhood and now, more than ever, people are using transit to reduce emissions especially in this area. I am posting my opposition to this plan. | Thank you for your comment will be shared with staff and consideration. |
| 687 | 2/27/2020 | Marilyn Watson | Email | Donald & Edgewood | Discontinuation of Route | As a resident of the Southeast Eugene Neighborhood I am very concerned about the plan to discontinue many of the stops and consolidate several of the routes that serve my neighborhood. I have tried to determine from your map whether the new route 20 will serve the current stop at Edgewood Shopping Center via Donald Street but exact details are not clearly shown on the map. I purchased a condo two years ago in Edgewood Villa and one of the features very important to my decision was the bus service via Donald St. As a 77 year old senior citizen I rely on having this service available to me. Please inform me of LTD's exact plans for Route 20, it's proposed stops and times of service. | As currently proposed, Route Edgewood Shopping Center Donald. Schedules are not y as proposed that route would every 30 minutes. At this point we would continue to serve that location. Thank you for Your feedback will be shared LTD Board for consideration |
| 688 | 11/27/2019 | Marti | phone | N/A | Discontinuation of Route | I am a 71-year-old elderly person who objects loudly to your plan to take service away from the people who need it most; the elderly and disabled. Have you thought about them while you're planning to make it easier for others? If you take my route away, it will take me 4 hours to go to the store. I am appalled. Give me a break. | Thank you for your comment will be shared with staff and consideration. |
| 689 | 11/12/2019 | Mr. Atwood | South East Neighborhood Association Meeting | South East Eugene | N/A | He supports the goal of increasing ridership and the conveniences transit provides. However transit is a life line for some people – transits role as life line should be a more important metric than ridership; particularly for those that have no other transportation choice. Care givers and others who depend on the service are more important than the convenience of some people. | Thank you for your comment will be shared with staff and consideration. |
| 690 | 11/12/2019 | Mr. Darren | South East Neighborhood Association Meeting | South East Eugene | Support | He had never heard of any changes to the bus. He respects the data analyzed and the innovation, and the goals that this plan is trying to achieve. Believes we can come up with a plan that will work for everyone. He doesn't ride the bus now, but used to. He would happily ride the bus because he likes to work where ever he goes. He wants ridership to increase. Ridership is not the only criteria that we should look at. Is concerned about traffic congestion on the major corridors - service to the southwest neighborhood – if it is no longer served by transit and people take their cars instead. | Thank you for your comment will be shared with staff and consideration. |
| 691 | 11/12/2019 | Mr. Kuhl | South East Neighborhood Association Meeting | South East Eugene | N/A | He was expecting and wanted a presentation. How does HB2001 get addressed by Transit Tomorrow and deal with the long-term effect of greater density; this density will eventually grow to areas which are now considered outer areas. | Thank you for your comment will be shared with staff and consideration. |
| 692 | 11/12/2019 | Mr. McMahon | South East Neighborhood Association Meeting | South East Eugene | Discontinuation of Route | He felt there was a disconnect between the trade-off survey that he participated in (he chose frequency) and the results. How does a choice for frequency result in some areas of the community losing transit? He doesn't think that we interpreted the results of the survey correctly. His kids ride the bus daily to Ridgeline Montessori. His employer gives him a Group Pass. In the future LTD will be able to track where employees go when they ride the bus through TouchPass. He doesn't think that people will be able to access routes that are at 15 minutes. He would like to know more about where riders are coming from and going – are riders coming from "tributary routes" that boost the ridership on major routes? He is concerned about reduced transit access to the new St. Vinnie's affordable housing complex, Wood Leaf Village, and Rest Haven, both were built exactly because of the bus route. People who killed another affordable housing complex might think differently if they had known that their bus would be cut without affordable housing near it. | Thank you for your comment will be shared with staff and consideration. |
| 693 | 11/12/2019 | Ms. Allen | South East Neighborhood Association Meeting | South East Eugene | Discontinuation of Route | Her and three of her neighbors bought houses in part because transit is nearby; mirrors comment about emergency preparedness and the role that transit plays in maintaining this neighborhood's access during an emergency. During the ice storm they didn't have power for 7 days and the bus saved them. They all want to age in place. We scared them and they would ride the bus more if they had realized that we would cut it because of lower ridership. | Thank you for your comment will be shared with staff and consideration. |
| 694 | 11/12/2019 | Ms. Bianca | South East Neighborhood Association Meeting | South East Eugene | Discontinuation of Route | Transit provides independence for her teenagers and for that reason should would like to see that the routes not be retracted. She and her friends have teenage kids who need access to the bus. Her teens don't want to walk very far for the bus. If they can't access the bus easily, they will waste more time playing video games and getting into trouble. Her kids enjoy the independence of taking the bus and she doesn't want them to lose that. | Thank you for your comment will be shared with staff and consideration. |
| 695 | 11/12/2019 | Ms. Caitlyn Jones | South East Neighborhood Association Meeting | Amazon | Discontinuation of Route | Lives at the end of Amazon Dr. They moved there because of the bus stop. She takes the bus almost every day. The bus is sometimes empty, but sometimes full. She wants to see increased ridership, so if LTD has more resources through STIF, why do we need to trade-off anything? Transit Tomorrow should not cut off neighborhoods from their service. Eugene is a growing city and this proposal is short sighted. Concerned that the changes are short-sighted. | Thank you for your comment will be shared with staff and consideration. |
| 696 | 11/12/2019 | Ms. Dugan | South East Neighborhood Association Meeting | South East Eugene | Discontinuation of Route | She purchased her home at the end of West Amazon to be by transit. Her son uses the bus every day to high school, university, and then to his job. Her son is back at LCC and is taking the bus to school, but also to doctor's appointments and other places. Her son chooses not to drive and this would be a huge hardship on him and their family. She is concerned about the community facilities that could be left without transit – Emerald Valley Assisted Living (residents and employees use transit) and Ridgeline School (students and staff use transit). | Thank you for your comment will be shared with staff and consideration. |
| 697 | 11/12/2019 | Ms. Faver/Auburn | South East Neighborhood Association Meeting | South East Eugene | Discontinuation of Route | Lives near Donald. She has care givers who rely on the bus to get to her house. The care givers and their agency will be affected by not being able to reach their clients in this community. In inclement weather, LTD is extremely important. Walking up the hill in the dark is dangerous in the dark. Her business recently gave her commuter passes and now she won't be able to use them. | Thank you for your comment will be shared with staff and consideration. |
| 698 | 11/12/2019 | Ms. Jeannie | South East Neighborhood Association Meeting | East Amazon and Fox Hollow | Discontinuation of Route | Lives along Fox Hollow and is opposed to losing bus services and access to East Amazon and Fox Hollow. She has a desire to age in place; when she is no longer able to drive, she would rely on route for mobility. EmX is not useful to her if she cannot gain access from her neighborhood to the higher frequency routes. | Thank you for your comment will be shared with staff and consideration. |

Transit Tomorrow Comments Through March 12, 2020

| | | | | | | | | |
|-----|------------|------------------|--|------------------|-----------------------|--------------------------|---|---|
| 699 | 11/12/2019 | Ms. Sarah Clesky | Southeast Neighborhood Association Meeting | Southeast Eugene | Southeast Eugene | Discontinuation of Route | She has a daughter in 11th grade. In the last 3 years, her daughter has ridden 3-4 times a day. The network charter school kids come from all over the metro area and many of them rely on LTD to get around for their school classes. She is saddened that other families won't get the same experience her daughter has because they won't be able to get around. | Thank you for your comment will be shared with staff and consideration. |
| 700 | 11/12/2019 | Ms. Spring | Southeast Neighborhood Association Meeting | Southeast Eugene | Southeast Eugene | Discontinuation of Route | LTD is a huge part of the city. She has ridden the bus since she moved to the US. People get distracted by the numbers, but they don't tell the whole story/true impact. We should not just listen to people who ride the bus. We need to look ahead and not follow. The bus should serve everyone. How is LTD going to speak to people who could ride (latent riders). | Thank you for your comment will be shared with staff and consideration. |
| 701 | 11/12/2019 | Ms. Tantina | Southeast Neighborhood Association Meeting | Southeast Eugene | Southeast Eugene | Discontinuation of Route | Lives at Fox Hollow and Donald. She depends on the bus for her work as a pet sitter. She needs to get to work quickly. She cannot walk up or down the hills, particularly in bad weather; in addition the sidewalks are not in good condition and are a safety concern in winter/ice. This is like the post office cutting service because not enough people get mail in an area. She feels like LTD is chopping her off at the knees. Grocery shopping will be extremely difficult for anyone who has to walk up the hill. She lives in an apartment and she hears from her neighbors that they moved there because of the service. She suggested a compromise could be to reduce span/do not run all day/run peak trip times or run commuter routes at a minimum or consider only cutting one bus route. She doesn't want to lose access to service completely. | Thank you for your comment will be shared with staff and consideration. |
| 702 | 2/27/2020 | Pam Brills | Email | Southeast Eugene | South Hills | Discontinuation of Route | First, thanks for the opportunity to meet with your staff at the Home2 Suites yesterday. It was well attended and shows the amount of concern many Eugenians have for the proposed changes. I live in SE Eugene which will see a major impact on the current LTD service. I am a Honored rider who uses the bus a couple days a month. I understand the desire to streamline and update the service you offer with declining ridership overall and demand greater in some parts of town over others. However, please do not dismiss those of us in the South hills - the hilly contours will make getting to the fewer bus stops more challenging for those who need the bus most--seniors and the disabled. I also read that RideShare will not be available as an alternative 3/4 mile beyond the proposed route. I appreciate the efforts your are making to get community input and hope it will be weighed appropriately in your deliberations. | Thank you for your comment will be shared with staff and consideration. |
| 703 | 2/7/2020 | Sheridan Gates | phone call | Southeast Eugene | 25th & Willamette | Discontinuation of Route | I so rely on these routes, mostly the 24. I value the bus service. My life depends on it. I really hope you'll consider not cutting them. For the record, I use them and need them. | Thank you for your comment will be shared with staff and consideration. |
| 704 | 11/5/2019 | Sylvia Short | Email | Southeast Eugene | Fox Hollow | Discontinuation of Route | It has been brought to my attention that LTD is considering stopping service for stops above 40th. I have used the Fox Hollow stop extensively and would be severely put out if service to that stop were quit. | Thank you for your comment will be shared with staff and consideration. |
| 705 | 2/20/2020 | Tracy Bartlett | Email | Southeast Eugene | Fox Hollow and Donald | Discontinuation of Route | I live near the corner of Fox Hollow & Donald, and am one of the people who will have no access to bus service if the new plan is implemented without any adaptation I support the concept of increasing bus service in high use areas and to further transportation corridors. But it is not entirely an either or situation. I am willing to adapt to less frequent service and/ or more transfers, but removing all service is irresponsible. The bus is part of my, and many other seniors living nearby, plan to age in place. Also the early bus is full of kids getting to school, so maybe service just 4 times a day instead of never. | Thank you for your comment will be shared with staff and consideration. |
| 706 | 1/17/2020 | Cindy Manning | Email | UO/LCC Routes | South Hills | Transit Tomorrow | I am writing in response to the route change information as seen in https://www.kezi.com/content/news/Proposed-LTD-changes-raises-community-concerns-566927361.html which was passed onto me by a colleague also concerned with access to LCC. I searched for information about your changes on the LTD website and didn't find it ... I'm pretty savvy about using technology. In the past, when I have tried to search for bus schedules or route information, I found it more difficult than it seemed it should be. I wondered how anyone with challenges using the internet access might find their way in this system. I also wanted to give feedback through your Transit Tomorrow, but that seems only available for people who ride the bus weekly ... What about potential riders? I would ride the bus, but it is hard to find a route that can get me to LCC quickly (even though I live in South Eugene). I used to be a daily rider when I lived in West Eugene and worked at PeaceHealth. But now, in South Eugene, even living near 30th Ave, it really isn't realistic. The irony is that the fewer routes and services available, the less likely people are to access LTD and the cycle continues downward. I know you are facing a great dilemma as you stretch to balance costs and budget. I would encourage you to solicit more feedback from a wider variety of the population as you consider eliminating routes. I know many of our staff and students at LCC rely on the bus system and I'm particularly concerned about the South Hills access being cut, as well as the Harlow Road, Garden Way area cuts -- many students and staff rely on those routes to get to and from UO and LCC. It is ironic to me that in a town that wants to encourage people to use alternative forms of transportation, it is very difficult to access this transportation in an efficient way - especially for anyone who may not be able to bike or ride an electric scooter and have limited income without instant access to internet, or for whom the technology just doesn't work right (the free downtown shuttle comes to mind -- neither my friend, nor I could get the app to work and so it was useless to both of us). This is of course not all LTD's responsibility - but as you are a key player, I ask that you reconsider your route limitations. | Thank you for your comment will be shared with staff and consideration. |

LEN HOCKLEY

LENH@EFN.ORG

TESTIMONY TO THE LTD BOARD OF DIRECTORS:

I'm Len Hockley, My wife and I have lived in the Whittaker Neighborhood in Eugene for twenty nine years.

I am here to support the Transit Tomorrow proposal to increase ridership because it proposes to better serve low income, minorities and older people across the communities of Eugene and Springfield as well as meeting the ever increasing threat of climate chaos.

I see this as a crucial local solution helping to reduce greenhouse gas emissions that can be quickly put into action.

Continuing to do "business as usual" will only accelerate the climate crisis. We all should be deeply concerned about this and be willing to make changes and, yes, sacrifices in order to protect our planet.

I understand that this program is not really in my immediate best interest. I am a frequent rider of the EmX. I use it because it is easy and comes often enough that I do not need a schedule to use it effectively. However, to get to the EmX I now take a bus that is slated for removal. I am asking you to work with me and other riders like me to find solutions so that we can adapt to these changes.

A rigorous campaign to develop carpools, ride sharing, and matching in my neighborhood could be helpful. If neighbors come together to help and support each other in this way there could be multiple benefits.

Please provide information about RideSource and how it works for those who cannot walk to their closest stop.

I thank you for your good work. It isn't easy to introduce change. But change is needed. and as soon as possible!

BackHouse Involvement Group

PROPOSED BUS SERVICE REMOVAL FOR #28

As a 45-year resident of Southeast Eugene, I've always used the bus(s) that serve my area - #25 & #28 (they ran somewhat the same route for a couple of years). There have been many added neighborhood "pockets" of newly built homes, so population density has definitely increased, not decreased.

Now the "study" done by a non-Eugene-company study says that we aren't going to have the reliable bus transportation that we've relied on all these years. Apparently, the City of Eugene has bought in to the flawed study of servicing Eugene's inner core and cutting service to and from the outer areas of the incorporated City of Eugene.

Why "flawed"? Because, in order to use the amped up "core" of Eugene, no one has explained how citizens are supposed to get to Eugene's "core" when they can't get there because their bus service was cancelled. If a person is traveling by bus from outlying neighborhoods to get to Eugene's "core," how are those citizens going to get to the core of Eugene if their transportation from outlying neighborhoods is severed? How? Faulty thinking. Wrong.

These proposed bus-line removals are a breach of trust of benefits that citizens of Eugene relied on for years, possibly a breach of implied contract between the citizens and City.

It's perfectly clear that the repaving and striping of E. Amazon in the summer of 2019 was done with precisely this LTD breach of contract in mind, as evidenced by the placement of bridges, usurpation of parking spaces in front of the homes facing E. Amazon, removing northbound bus-stop "pull-overs," and adding the now virtually unused ten-foot dual bike lanes. Most telling is that E. Amazon was not repaired south of Dillard, which pavement is full of holes and sloppy patching attempts. It's clear that there's a fox in the hen-house here.

I'm 78 years old. I don't know how much longer I'll be able to drive. I count on #28 to get me where I need to go. And I'll do whatever it takes to keep the service that the City has promised and provided through LTD.

The foolishness regarding RideSource is telling. You can use it (which means wait your turn, thereby not getting to a location at a certain time). I've also read different distance allowances (i.e. ¼ mile from the new bus stop (say Fox Hollow/W.Amazon) for which one would be eligible for RideSource. Well, I live 9/10 of a mile from that location. Number 28 runs right past my house and I can catch it less than 100 feet from my house. At 78, I'm not going to go hoofing it to Fox Hollow in all sorts of weather. You're denying me transportation that I presently have. You have no right to do this.

Lori Singels

5788 Alpine Loop
Eug 97405



2020 TRANSPORTATION STATEMENT

We, Harlow Neighbors, a volunteer local neighborhood membership association organized under the City of Eugene, will work to form and grow a close working partnership with Lane Transit District (LTD). We will focus on these three prioritized objectives while working together throughout the year:

1. We expect to steadily increase LTD Ridership demand across Harlow by:

- a) Developing Local Rider Incentive Programs with City of Eugene and LTD;
- b) Working to identify and adapt existing LTD Resources to cover and serve emerging “High Coverage” local areas;
- c) Localize and adjusting LTD Programs to Neighborhoods' Ridership Needs (tweak Hub & Spoke Network under TT).

2. We expect LTD Services in Eugene to soon be funded by all POTENTIAL STAKEHOLDERS thru:

- a) Work to establish and update a Rider Registry Program, and related preferences, by Neighborhood;
- b) Adjust local transportation planning to be weighted proportionally to funding, by Neighborhood;
- c) Everyone pays their fair-share based on fossil-fuel vehicle ownership and contribution to traffic congestion.

3. We expect to contribute to a Joint Communication Process, with LTD, in Harlow. Means of accomplishment include:

- a) Share majority of Ridership Outreach Modes & Methods;
- b) Plan and execute Traffic Reduction Campaigns;
- c) Support and participate in Disaster Preparation Planning;
- d) Review and disclose all Harlow impacting LTD Planning Reviews and Planning Data to Harlow Neighbors Association.

February 19, 2020

From: Tom Halferty

4510 Manzanita St.

Eugene, OR 97405

(541) 517-2646

naturalresourcesRD.halferty@gmail.com

To: The Lane Transit District Board of Directors

Regarding: The current Transit Tomorrow draft plan

Your consultant did an excellent job producing 2 phases of a report in most respects. The current system has a 65% ridership with a 35% coverage, and your direction was to plan for an 80-85% ridership with a 15-20% coverage, thinking that current coverage could not be maintained with such an increase in ridership due to financial constraints. Your consultant agreed with that assumption. I disagree.

With our current global climate changing rapidly and attitudes of the people changing with it thanks to efforts from groups like Eugene 350, the "Climate Kids" suit against the federal government, and activists around the world such as Greta Tumberg and the Sunrise movement, people are beginning to feel the need to change their personal behavior to reduce their carbon footprints. I know I have. I've begun to ride my bike more, take the bus more often, and even after thinking about it for over a year and experimenting with recipes new to me have recently stopped eating meat. These changes in personal behavior are something that can't be mandated by government, but are things that the citizens are feeling impelled to do on their own now that they can see with their own eyes the climate dramatically changing.

Now is a time that ordinary citizens can effectively be encouraged to leave their cars at home and ride the bus. However, if the dozen or so neighborhood routes around the periphery of the metro area are discontinued, routes that can take them to and from their homes into the urban core where EmX and other higher frequency routes are located, their ability to make use of them will be inhibited.

While the long term goal of the metro area is to grow up in the urban core and along transportation corridors, rather than out into farm and forest lands; currently most people live in residential areas ringing the urban core where many of the businesses, jobs, schools, medical facilities, and entertainment opportunities are located. Everyone starts and ends their day at home. They need to be able to get from home and back again each day.

The routes you are planning to eliminate serve that function. Route 17 along the Hayden

Bridge Road serves a huge neighborhood in Springfield. With that gone, most people will not be able to walk to your new consolidated bus line. Same with route 55 in the River Road area along Park and North Park that allows people to get to the wonderful Emerald Park with its pool, fitness facilities, picnic areas and playground – a gem of that neighborhood. The same is true for route 12 on Harlow Road serving another huge neighborhood that will require people to walk all the way to Coburg Road. A route that winds through a very large neighborhood near Sheldon High School will end the opportunity for those people to access the urban core. A route servicing neighborhoods south of Willamette street will greatly be reduced with your consolidated and abbreviated new route. Likewise, people out east and west Amazon and up on the edge of town near Fox Hollow road will be left out of the system. People living in the many new apartments and senior housing facilities along Day Island Road will no longer have access. Several neighborhoods in the NW part of town in the environs of Highway 99 will be left out.

If all these people on the periphery of the metro area are not encouraged to change their behavior, including by taking the bus, to help stop our out-of-control warming planet and get into their cars instead, and drive into and back from the center of town, their VMT or vehicle miles travelled per trip will emit far more greenhouse gases than the people who live closer in who can drive or will still have the opportunity to take the bus. If you want to reduce the total carbon footprint of both Springfield and Eugene, the neighborhood buses need to continue to serve the places where people live, and a big PR campaign needs to encourage them to take the bus to save our planet now and for future generations.

Rather than cutting service, cities and towns around the nation are increasing their ridership by subsidizing fares for low income citizens. Many are offering half price fares for people below the poverty line. Some are offering free fares, such as Corvallis whose ridership immediately jumped by 39%. Most of LTD's funds come from payroll taxes and grants from the feds and state, not from fares. The mayor of Lawrence, Massachusetts convinced his city to open up the 3 most used bus lines that go through the poorest parts of town past schools, hospitals and the industrial areas where the jobs are for free, and the ridership went up by 24%. He said the staff for the transit district will tell you it can't be done, and you have to bear through that. Start with one line and just do it. It works. In Columbus, Ohio all the downtown workers ride for free – paid for by the downtown businesses who didn't want to have to pay for more parking garages. Solutions are out there to increase ridership without reducing service. You need to scrape this plan and figure out how to increase ridership in a more sensible way.

Thank you.

Dennis Hebert EUGENE

South Eugene Information Packet prepared for the LTD Board of Directors and LTD Staff

Southeast Eugene Neighbors ad hoc Transportation Committee
February 2020

Summary: This packet has been prepared to help planners understand the misunderstood demographics, transit use, and needs of the region. SEN is home to a higher than average (for Eugene) incidence of families in poverty, higher than average (for Eugene) population of elderly, higher than average (for Eugene) population of students, and higher than the Eugene average of people who rely on the bus for their commute to work.

Population: 2010 census was 7.8% of the city of Eugene. Due to its much higher-than-average R-1 zoning (91% of the neighborhood is zoned as single family homes versus 51% citywide), this neighborhood's transportation and utility infrastructure stands to be impacted much more than most with the HB 2001 implementation in January 2020.

According to The Eugene 2035 Transportation System Plan, Southeast Eugene exceeds the MPO average in Lane County for each of the following Communities of Concern: 1) minority, 2) poverty, 3) disabled, 4) senior, 5) no vehicles. .

Income: Southeast Neighbors per capita income is among the lowest in the city of Eugene along the Amazon Creek basin, with average and higher-than-average per capita incomes in the higher-elevation regions of the neighborhood. Family households in poverty were 2% higher in SEN than the city average, while non-family poverty rates were lower than the city average.

Elderly: Southeast Neighborhood has a higher number of baby boomers and elders aging in place than the average in the city of Eugene. SEN has a much lower percentage of those aged 18-24 than the city average.

Students: Southeast Neighborhood has a higher prevalence of elementary, middle, high school, and graduate students than the city of Eugene average (3% higher than the Eugene average). The highest percentage of its school-enrolled population attends college undergraduate degree programs. 28.4% of the neighborhood's population is a student (Eugene is 29% overall which includes the University neighborhood).

Bus commuters: A higher than average number of Southeast Neighborhood residents use the bus to commute to work (6%). A higher than average number of SEN residents carpool to work (11%), and a higher number than average use bikes to get to work (8%).

A Demographic Comparison of Southeast Eugene with the City of Eugene (2011 City of Eugene Neighborhoods Analysis based on 2010 Census)

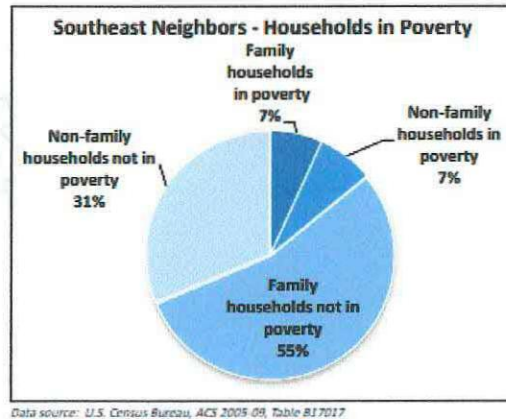
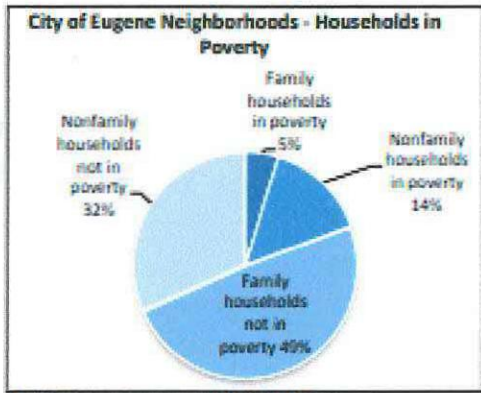
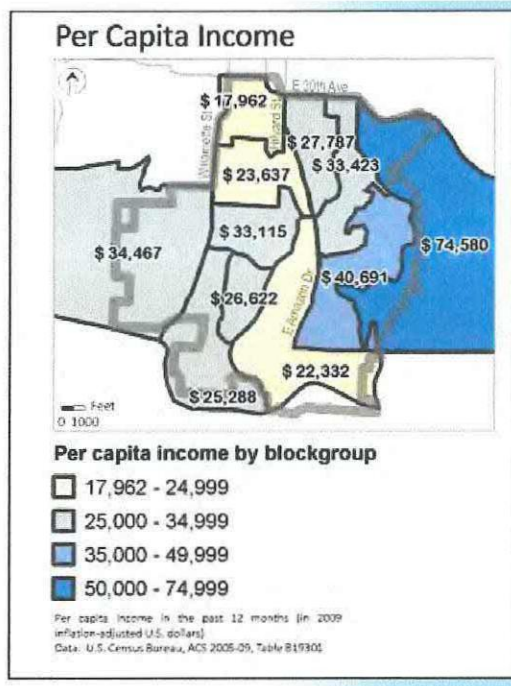
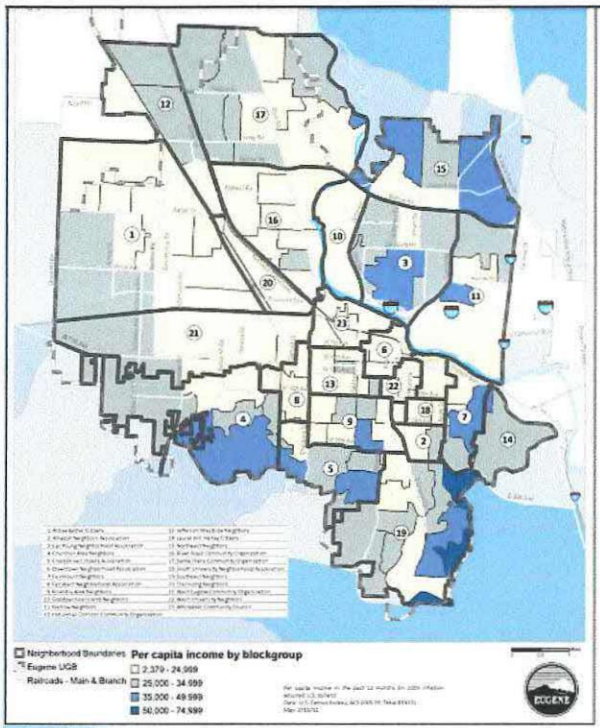
POPULATION

There are **173,801** people located in the City of Eugene Neighborhoods. This section of the neighborhood profile looks at the characteristics of the people living within these neighborhoods as a total related to race, ethnicity, age, gender, veteran status and education.

The Southeast Neighbors neighborhood is a vibrant neighborhood of **13,419** people located in southeast Eugene. This section of the neighborhood profile looks at the characteristics of the people living within the Southeast Neighbors neighborhood related to race, ethnicity, age, gender, veteran status and education.

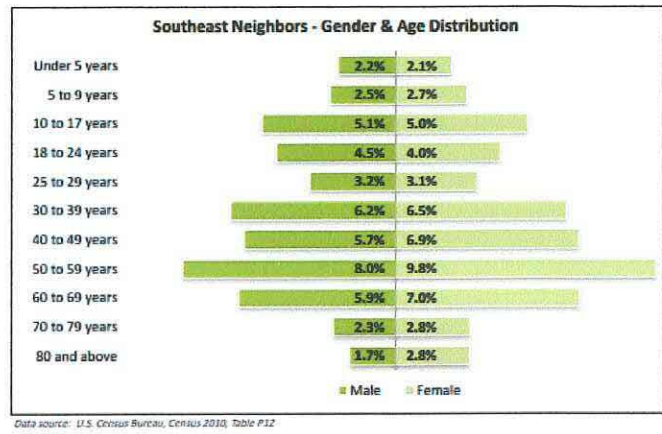
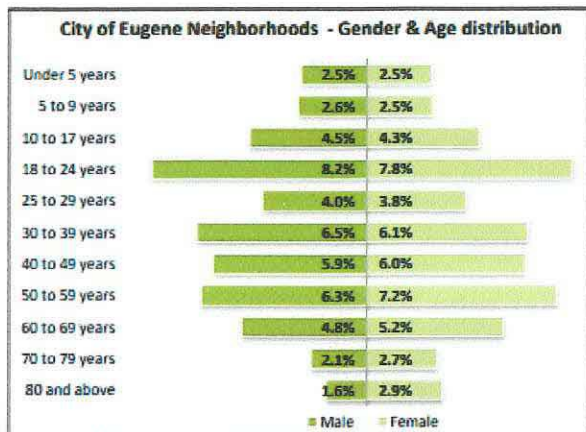
Summary: Southeast neighbors comprises 7.8% of the population of Eugene.

PER CAPITA INCOME and PERSONS IN POVERTY



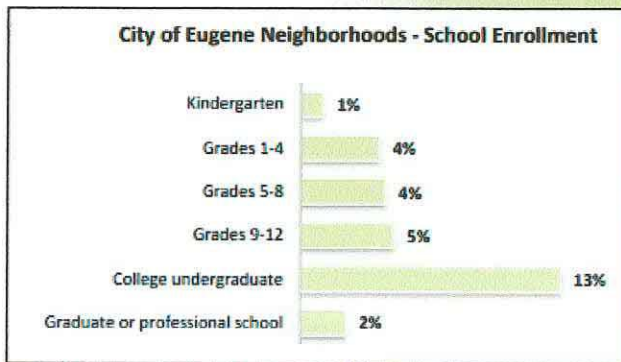
Summary: Southeast Neighbors per capita income is among the lowest in the city of Eugene along the Amazon Creek basin, with average and higher than average in the higher-elevation regions. Family households in poverty were 2% higher in SEN than the city average, while non-family poverty rates were lower than the city average.

GENDER AND AGE DISTRIBUTION

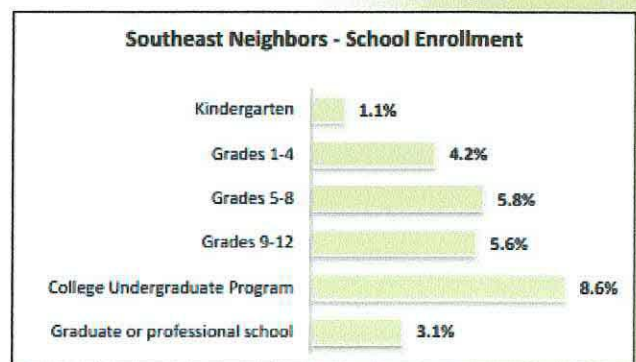


SUMMARY: Southeast Neighborhood has a higher number of baby boomers and elders aging in place than the average in the city of Eugene. SEN has a much lower percentage of those aged 18-24 than the city average.

SCHOOL ENROLLMENT



Data source: U.S. Census Bureau, ACS 2005-09, Table 14002



Data source: U.S. Census Bureau, ACS 2005-09, Table 14002

SUMMARY: Southeast Neighborhood has a higher prevalence of elementary, middle, high school, and graduate students than the city of Eugene average (3% higher than the Eugene average). The highest percentage of its school-enrolled population attends college undergraduate degree programs. 28.4% of the neighborhood's population is a student (Eugene 29% overall which includes the University neighborhood).

POPULATION WITH A DISABILITY

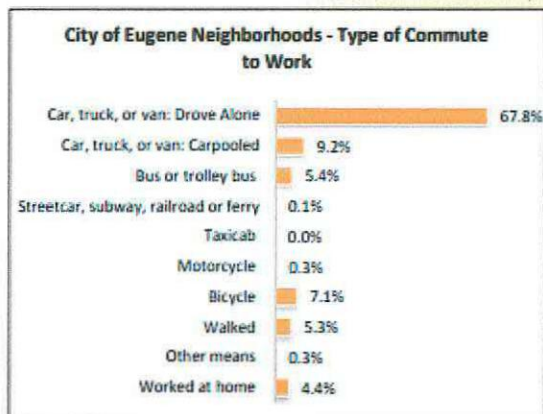


Population with a Disability

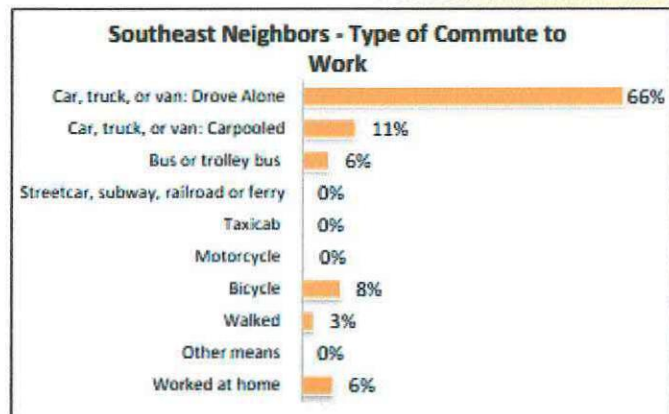
Each member of our community possesses unique physical, mental, and emotional characteristics. "Disability" occurs when these characteristics - in combination with one's physical and social environment at home, work, or in the community - limit one's activities and restrict participation. Understanding the different ways people function in everyday life activities helps us improve our community environments to accommodate different abilities. In the City of Eugene, **21,253** people or 13.7% of the population in the 2010 American Community Survey (ACS) reported having a disability.

A comparison for individuals living in the Southeast Neighborhood is unknown from the 2011 Neighborhood analysis.

COMMUTE TO WORK



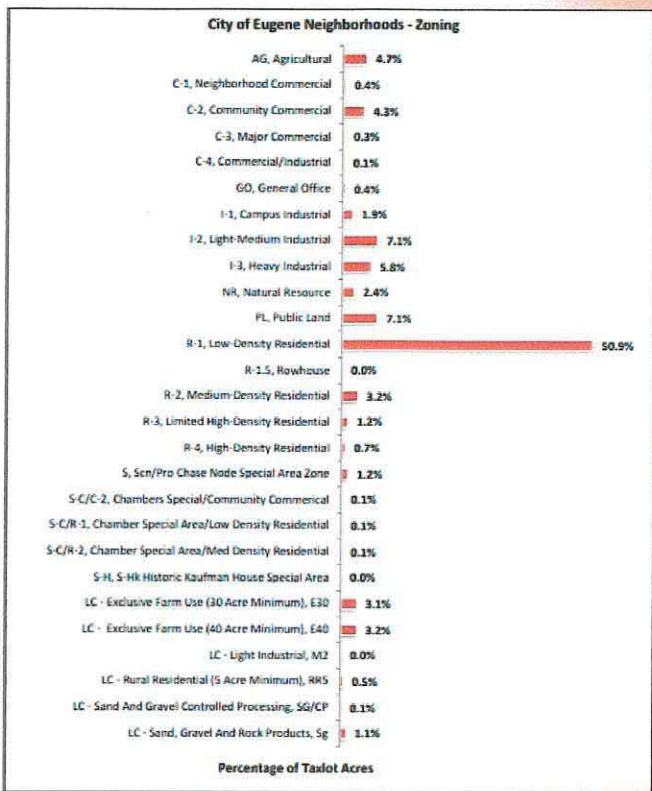
Data source: U.S. Census Bureau, ACS 2005-09, Table B08301



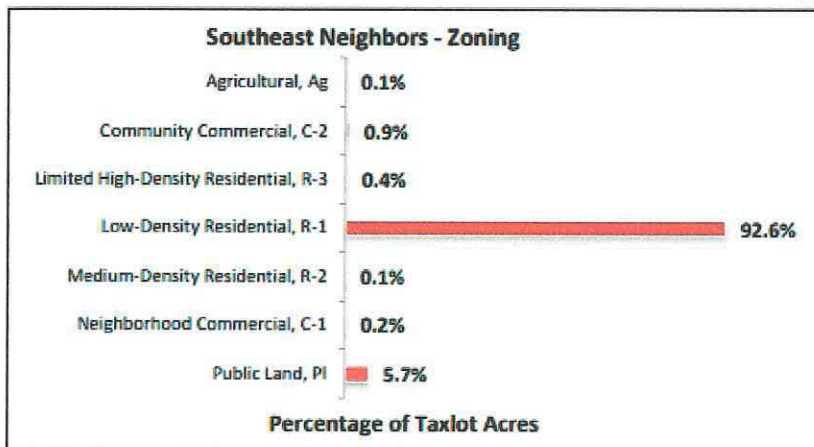
Data source: U.S. Census Bureau, ACS 2005-09, Table B08301

SUMMARY: A higher than average number of Southeast Neighborhood residents use the bus to commute to work (6%). A higher than average number of SEN residents carpooled to work (11%), and a higher number than average used bikes to get to work (8%).

ZONING



Data source: City of Eugene & Regional GIS, October 2022



Data source: City of Eugene & Regional GIS, October 2022

SUMMARY: Southeast Neighborhood is comprised of 92.6% R-1, compared with the 50.9% citywide average.
ANALYSIS: Due to the very high percentage of R-1 zoning in SE, House Bill 2001 has the potential to create a much higher than average impact on the population density in the neighborhood than in other neighborhoods, which currently have a more balanced mix of commercial, medium density, industrial, and agricultural zoning.

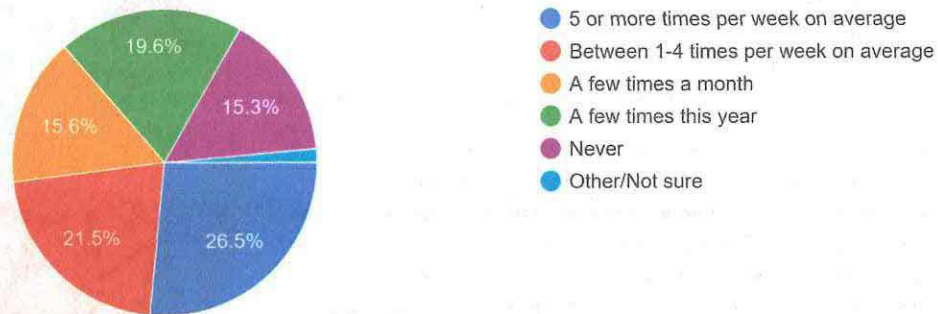
Transportation Survey Preliminary Findings with comment section

Summary: 175 respondents from SEN, 31 from SHiNA, 22 from Friendly, 8 from Amazon, including 8 from Springfield and other neighborhoods with 1-4 respondents.

What neighborhood do you live in? <https://www.eugene-or.gov/1624/Neighborhood-Map>
275 responses



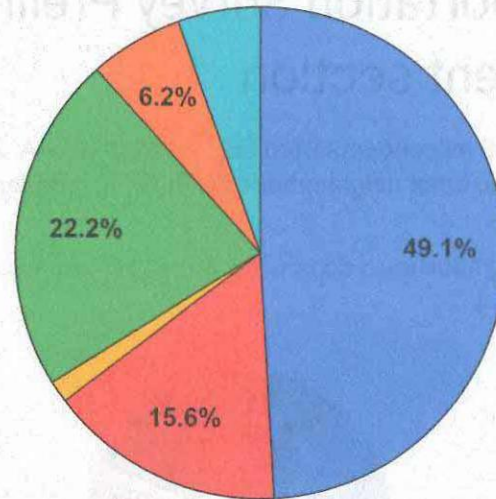
1. In the past 12 months, how often have you AND your dependents living in your household boarded an LTD bus? (Count return trips as their own trip)
275 responses



Summary: 132 respondents and dependents were frequent bus riders (48%) riding 1 time per week up to multiple times a day. 42 of the respondents had never ridden the bus (15.3%).

Would TT make you more likely to ride the bus?

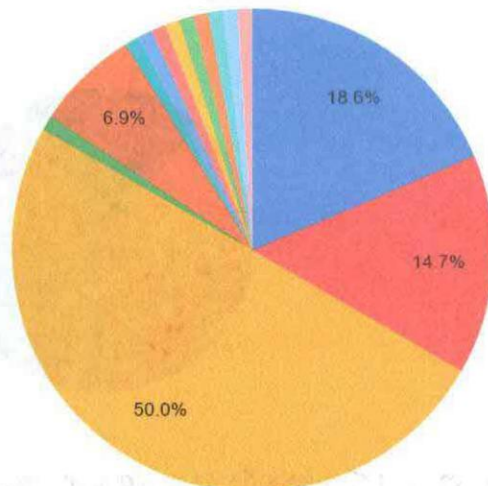
- More likely to ride a car
- Would not be able to access a car or bus
- More likely to ride a bike/walk
- No change
- More likely to ride bus
- Other



Summary: 17 respondents (6.2%) say that TT proposal would make them more likely to take the bus. 43 Respondents say that the current plan would leave them stranded without bus or car access (15.6%). 135 respondents say it would make it less likely for them to take the bus and opt for a car instead. Examples of respondents who did not know or replied "other" mentioned that the LTD-supplied map was not good enough to see specifics enough to know, that they would have to take Ride Source more often, and that they would still take the bus out of necessity but it would add a significant amount of time to their commute.

Non-Southeast Neighbors Effect on Bus Behavior

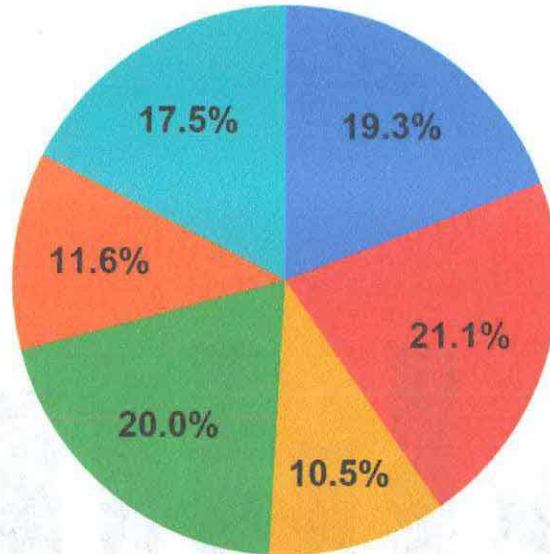
- It will probably not alter the frequency of my bus riding behavior
- It will make me less likely to ride the bus and unable to access any transportation at all
- It will make me less likely to ride the bus and more likely to ride a car
- I will have to use RideSource more often.
- It will make me more likely to ride the bus
- My child who does not drive will be left without good transportation options to and from school
- It will eliminate my daughter's bus route. So she won't be riding the bus at all.
- It will make it impossible for me to ride the bus and more likely to drive my car as the #12
- It will make riding the bus out of my neighborhood impossible. The nearest bus stop will be
- If the bus came more frequently it may not alter my use
- Our 3 students will still need to ride the bus, but proposed changes make it a lot more
- Again I can't tell from this map. But I will say this: The challenges with our bus system is
- at the present time but if I age in place in my current residence I will use the bus more
- 3. How will the current Transit Tomorrow route proposals, as projected on the map above,



Summary: The above chart was made with all responses from outside Southeast Neighbors (N=100)

How physically demanding would it be for you to get to your new stop?

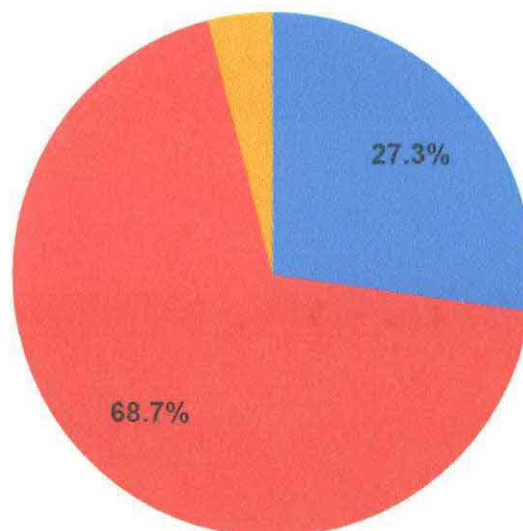
- A challenge but I can do it
- A physical challenge
- No problem
- Not possible or cause extreme hardship
- Will not alter my closest stop at all
- Other



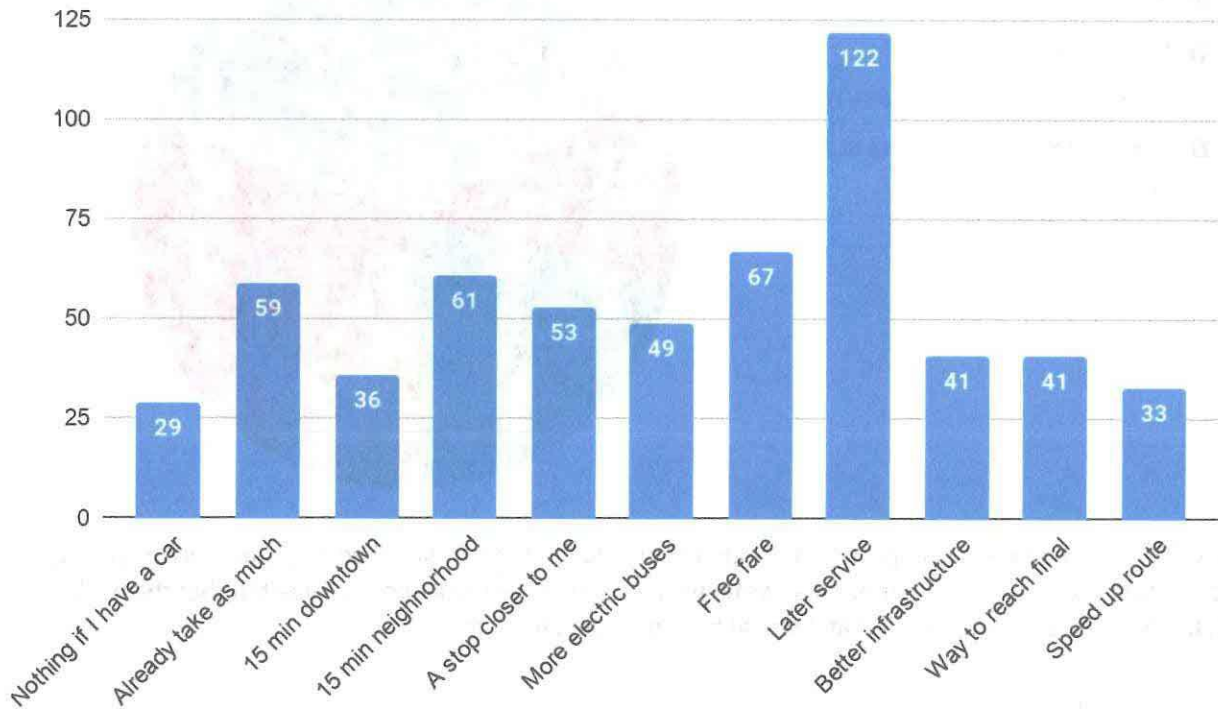
Note: "Other" responses were particularly high for this due to the LTD-supplied maps not being specific enough for people to see. Other popular write-ins included that it would be possible but that the walk would be so far/stressful/uphill that it would be too inconvenient to use.

Do you or your dependents have a disability?

- Yes
- No
- Other



If you are/could be a person with access to unlimited car use, are there factors that would persuade you to take a bus the next time you go out, instead of taking the car? Choose up to 3.

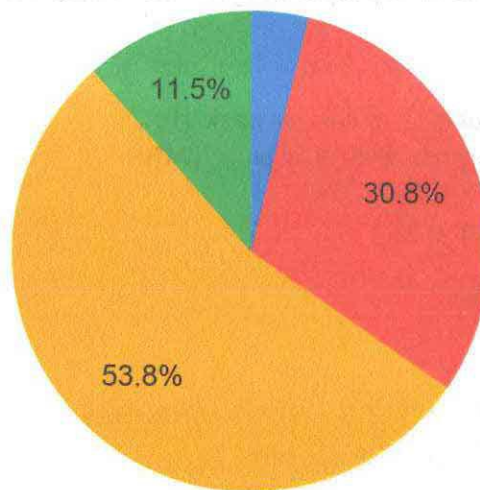


K-12 Students N=27

14 of the students live in SEN, others scattered throughout the region

Will the proposal alter K12 student bus riding?

- More likely to take the bus
- Make bus riding impossible and put me in a car
- Make bus riding impossible and unable to access any transport
- Won't alter how much I ride



Seniors (Over 55)

On February 18, 2020, we had data from 153 people who identified themselves as "Over 55" who took the neighborhood transit survey.

105 of those responses were from people living within Southeast Neighbors

Seniors and Frequency of Bus Usage (for all regions)

20 of them took the bus 5 or more times per week. (13%)

37 took it between 1-4 times per week on average (24%)

24 took the bus a few times a week (16%)

40 took a few times this year (26%)

28 said never (18%)

4 said don't know/other (3%)

Seniors' Bus riding behavior and Transit Tomorrow: How will the proposed plan likely affect your bus riding? (for all regions)

36 said it would not alter their bus riding behavior (24%)

4 Said it would make them more likely to take the bus (3%)

19 said it will make them unable to take the bus and unable to access any transportation at all (12%)

82 said it will make them less likely to take the bus and more likely to ride their car (54%)

3 said less likely to take the bus and more likely to walk or bike (2%)

9 said "other" (6%) – examples of responses:

- less likely to remain living in my neighborhood and home of 30 years as I age.

-I am not presently able to walk to a bus stop. I cannot really read your map, so I don't know if the stops would get closer to me.

-I don't take the bus now (see #7 response); but if need to in the future, I'd not likely be able to get anywhere I need to on the bus (& I can't walk or ride a bike)

Seniors: How important was the ability to access bus service when choosing your residential location? (for all regions)

26 said that it was "Critical: I will mostly likely need to move if I cannot access public transit" (17%)

72 said it was "Important: It was one of the main factors that drew me to my location" (47%)

15 said "Unimportant, it doesn't matter to me much (10%)

General Comments Section

My family depends on the bus. I am a full time employed mother and take my son to school everyday on the bus. This proposal wants to remove our stop we use everyday and asks us to walk very far with a child in the rain? On our way home we see #41 busses back to back about 2-3 minutes apart but must wait 30+ minutes for a #40 bus, and now #40 is being cut further? How does that make sense? Can you cut back some of the #41 busses instead? We all pay taxes for the bus system and now less people will be served. No one understands this concept

Wide coverage / service over faster

More frequent bus service congestion will ensure I avoid downtown and I seek alternate destinations.

I would like to NOT use a car but it is almost easier to drive, park and walk than bus

This removal of transport to the tax-paying residents of Eugene and environs is a breach of contract that affects our freedom as well as our investments in housing. It's not acceptable.

I commuted by bus for many years and I realize that improving public transit is difficult. But reducing the area covered because you want to increase frequency elsewhere only creates a death spiral for the areas you cut. People don't ride the bus because it doesn't get them where they need to go at the times they need to get there and routes get cut, so even fewer people ride. If frequency is reduced,, fewer people ride, too. But having inconvenient transportation is better than having none at all, and many people in this part of town depend on the bus to get around. There are lots of older people who can't drive any more (did none of the planners notice the retirement communities in this region?), people who can't afford cars so they live on the bus line, and people who are trying to reduce their carbon footprint. And I really cannot believe that you are even considering cutting access to these neighborhoods for students knowing that 4J depends on LTD to get them to school! It seems to me that those making these proposals do not ride buses regularly themselves.

Our neighborhood needs more frequent bus service running into the night, not reduced or eliminated service. The bus is the only way my house sitter can get to and from work, so I will lose her if the service is eliminated. A good bus system is critical for livability in a city and Eugene is growing and needs a good public transportation system. My daughter lives in Portland, does not own a car, and is able to use public transport to get around the city at most any time. That is what Eugene needs. If LTD needs more efficient buses, then buy hybrids or electric, or smaller buses for smaller neighborhood routes.

Medical condition would make it difficult for me to walk a longer distance to my neighborhood (East Amazon) bus stop! Please keep the southernmost stops on East & West Amazon!!!

I appreciate that the city is trying to increase availability where there is more need, downtown, BUT I live in an area that is growing steadily (SE Eugene), has ever-increasing car traffic (on clogged E and W Amazon and Hilyard especially) AND I've both seen and read that bus ridership on route 28 is significant—clearly it is not a “lower-use” route, and is used by a lot of elderly folks, people who appear to be limited in abilities and students. Doesn't make ANY sense to consider this a low-use route to cut, especially given the increasingly heavy car traffic on E Amazon! It would be much too far for folks to get to the part of W Amazon that is north of Fox Hollow (and NO access on E Amazon?). Why cut a well-used and needed route????

Can we include Ridgeline Trail as one of the destinations

You know that a survey solicited on a neighborhood association Facebook page isn't scientific, right?

Please do not eliminate 78; this bus takes me to work and other routes will greatly inconvenience me

I would love to take the bus but the current schedule w one route change means it would take 50-90 mins to get to and from my work (as opposed to a 10 min drive.) The solution is not reduced routes in outlying areas; it's increased times w electric buses. At a time when we need to make major changes to address climate change, the last thing we should be doing is decreasing routes. We need to incentivize the use of public transportation, not limit it. Let's think long term here.

I will have to move if the bus lines change. Having a bus stop near my home is essential for me to get to work.

My kid loves buses and has ridden them in many cities around the US and Germany but I've only taken him on Eugene buses twice because of the inconvenience of frequency, reliability, and distance from our house. In other cities I was car free and relied exclusively on public transit but I could never manage that here

My high school aged daughter depends on the Route 27 bus to get to & from South Eugene H.S. five days a week. A major change or cancelation in this route (the only one to serve our neighborhood) would be an inconvenience. I don't like the fact that she will need to walk out of the neighborhood in order to catch a bus to school.

Don't throw off current committed riders in a vain attempt to attract a few new ones.

Reducing access to bus service, reducing transit service is not an improvement to the system. If there has been demand to increase frequency in the downtown core there must be other ways to meet that need than to eliminate and decrease availability to neighborhoods.

This is so critical for the board to understand. Years ago there was bus service from Eugene to Lowell that ran early morn to early eve. That bus service allowed me to complete an education program at Lane and subsequently to be employed in downtown Eugene, (go off foodstamps and unemployment) during a time when unemployment was running above 24% here.

Ask the board how it would affect their daily routines, their ability to carry out their work, support their families, enjoy/participate in community activities, get to/from medical or other family appts. if they could not drive a car, bike or walk distances.

I think a simulation using various roles such as mom with infant and young child, person(s) experiencing extreme poverty/ no permanent housing using social services, able bodied but temporarily disabled, intellectually disabled, physically disabled, elderly/limited mobility living in institution or at home, Lane or UO student taking full schedule and working, elementary school student - both parents working - depending on public transportation to get to/from home, Middle school students with both parents working, high school student, both parents working/ part time job in another area of town... then make the simulation include hot and extremely hot weather, extremely cold weather, and rain, regardless of temperature. you get the picture.

The cuts are irresponsible.

Please do not take away the 28 bus down East amazon. It's the only way my kids can get around town and is critical to getting them to and from school.

I think it's important to have bus options for people in South Eugene. I wonder if the proposed plan takes into account all the UO faculty, students, and staff that live in South Eugene as well as the high school and middle school students that take the bus. Anecdotally, I know many UO faculty and staff that rely on the bus to get to work who would be affected by a reduction in service to South Eugene.

LTD: Please stop and take a broader, deeper view.

What has changed since the "Best Transit District" award the District received and still promotes? To me, this redesign feels like a case of "If it ain't broke, don't fix it." I request clarification re. that point, Board Members, with justifications that aren't simply fiscal.

Given the changes proposed by LTD, I foresee having to opt for Lyft/Uber/taxi for necessary transport. This proposed redesign would limit my mobility and access and, for me, would force me to choose between my personal need and environmental consequence.

For this stakeholder, this redesign does not respect or understand this community or LTD's role as part of that community.

If the elderly and/or infirm don't have the bus and can't afford taxis, just how are we supposed to get around to doctors, dentists, et al.? We all get old and are not as physically strong as we once were.

It's very important to have access to a bus near by and at busy times especially I suggest every 15 min. When I worked, I did take the bus In the south hills.

Consider small circulator buses and hubs to sweep stops that would lose access.

I have a small business in my home, and my clients and students may take the bus to my home. That is an important option: access to education and healthcare (massage therapy).

Please don't eliminate our bus route. We rely on the 24 to take us help us get to work when owning two cars isn't preferable or even financially possible for us right now. Thank you!

#28 bus is crucial to my daily commute

When the roads are snowy taking the bus is the only way that I can get downtown to work. I think this is true for many people. The buses were packed last winter. When my daughter attended SEHS she took the bus to school. I think it's important for students to have bus transportation.

Figure out a way not to cut all the routes in South Eugene it will be devastating to many citizens that live, work and go to school here. Look for other ways to cut your budget not punish your ridership.

Don't block traffic

As a person with a disability, increasing bus frequency will make me more independent. It takes so long to go across town that doctor's appointments, interviews, social events are hard to manage.

I need the bus to be able to get to SEHS

Keep it as/is, at 60/40. No to Transit Tomorrow and 82/18

More bus service on Willamette between 29th & south end of Eugene, please.

The students in our household depend on the bus system in South Eugene to get them to school and work. If the buses had more room reliably for bike we would bike commute to work more regularly.

Will have a high school student soon that will need bus service to SEHS

The several owner-occupied short-term rentals in our neighborhood are benefited by having easy access to bus service to the UO and downtown

Please do not eliminate Bus 28!

I would ride the bus daily if there was a Spencer's Butte stop.

mass transit is the future. we've visited our son living in Italy an w/o mass transit, such as buses, light rail, and bikes the cities would be a mess. we in the USA must start to alieviate our penchant for cars.

Eliminating the 24 and 73 would make it so that we have to move from our home, as we have 1 car and my husband is not well enough to hike up and down the hill. There are many people dependent on our stop at fox hollow and donald, and the elimination of these lines are a travesty- why do we pay taxes on this and not get represented. This will be a life altering situation for us, and others we live nearby.

I would like LTD to be upfront on why they are making changes. Misleading numbers such as providing more frequent service to a large number of people is only true if you run routes more frequently (serving the exact same people but counting them twice), it isn't like a lot of new people suddenly had access to a bus, they have it now, but less unique individuals will have access. Did a consultant proclaim that the bus had to be more quickly available to compete with Lyft, Uber and other ride hailing services? Plan your other 30 minutes. Is anything related to cost cutting measures to support the long term repayments for the EMX project in trade for cutting other routes? Has LTD stopped to think about keeping current service routes on the maximum usage times and not running them on the low times? I would hope they have numbers on morning worker and student commutes as well as commutes home. Those are known busy times that could be served with a few route extensions a couple times a day. Please don't let anyone dismiss that idea because it is "hard to think about" or "doesn't make my new map easy to draw".

Wide accessibility to public transportation (bus) is more important than increased frequency. It is important to me to have the option to take the bus, which stops very near my house. It used to be primary transportation for my children to go to South Eugene high School, University of Oregon, and to see friends. When I retire, I would like to be able to use the bus because I may not always be able to drive, and I wish to use car less for environmental reasons. I was counting on their being bus service in my neighborhood, which now could be eliminated.

Route 28 is mission critical to those further down East/West Amazon. Moving the initial stop to Fox Hollow and changing the route is just an awful idea. Please do not do this.

I feel bus service should be considered a utility, like water and power Providing service should not be based on profits.

The bus used to take you anywhere..the last 10 yrs it has gotten horrible due to loss of routes . Then add 45 min waits for downtown connection & being hassled by homeless is not okay.

If the goal of this survey is to obtain feedback from people dependent upon bus service, neighborhood association Facebook pages may not be an effective venue to share it.

I'm scared of the people on public transport in Eugene, it doesn't seem safe.

Please keep service 24 to Willamette Street.

LTD eliminated most bus service in this neighborhood, then complains that people don't ride the infrequent, poorly timed, more distant buses. I want my LTD taxes back if thy're going to entirely eliminate bus service in the neighborhood.

Neither my daughter nor I are able to drive or bike. Removing service to this neighborhood will mean that we have to move, which we cannot afford.

buses from UofO need to run later!

Some of these big buses could be replaced with electric vans in lower ridership areas. Route needs to run later than 8 pm and the EmEx also.

I'm concerned that with changes in the bus system that it's going to make it harder for folks to use alternate systems of transportation like the bus which causes more pollution and congestion.

We need to seriously consider free bus passes for every Lane County resident. This will increase ridership dramatically while saving on other more expensive transportation costs such as road maintenance. It will increase safety on the roads thereby reducing emergency crews, costs and lives. And of course it will reduce emissions and help with our climate goals. I could go on for a lot longer ... ! Also please put a better image of the map up - that one is not really readable. Otherwise this is a pretty good survey - thanks :)

It's not right to cut off access to people who have made serious life decisions around the current bus routes.

Service over shorter wait.

If we eliminate neighborhood routes, we are saying "equity does not matter, and low-income people are on their own." That is the wrong direction!

Service on the 24 could be reduced during the mid-day (like it is on 73 route) as ridership is low during this time-frame. A reasonable option is the continue service in the morning and late afternoon/evening so people can still use LTD.

Increasing ridership is a high priority for the community, and data shows that frequent service does that. I'd like to explore other options (EmGo, bike share, scooters, etc.) to serve those who are truly impacted by route changes. Personally, I like having the bus close/convenient for me, but the fact is that I almost never use it--so system design really shouldn't respond in a major way to my preferences, and should focus on people who will actually ride the bus if it's frequent and reliable

Given the climate emergency, and the fact that Transit Tomorrow is planning for the next 10-20 years during which Eugene will grow significantly, a strong plan for compact housing and business growth along transportation corridors with 10-15 minute service is crucial. I cannot expect to live in a less densely-populated area of the city, and have big buses coming 4 times an hour to my neighborhood.

I appreciate the difficulty of pleasing everyone. Thanks for your efforts.

Routes 24, 28 and 73 are critical for residents of and travelers to south Eugene.

The most useful bus would go from Woodfield Station to Costco, Trader Joe's, Valley River, UofO.

We need to become less dependent on cars

Planners are putting speed ahead of access, with route cancellations cutting off long established use patterns esp in south hills. Riding a bike not an option for seniors, nor is walking half mile or more. This plan untenable!

The 24 stop at Fox Hollow & Donald was part of why I bought a condo there, thinking the bus system would allow me to age in place.

I and my family would not be much affected by the Transit Tomorrow plan. I cannot, however, support a plan that reduces access to the community. Reduced access can kill transit systems, and increasing frequency for some would not offset the problems caused by that reduction.

LTD is a wonderful service but I personally do not anticipate using it; therefore, can't appropriately answer some of the foregoing questions.

Service coverage is more important than frequency.

Public transportation funding is inadequate.

The buses from SEHS need to be left alone. If we want to encourage bus riding, and reduce our carbon footprint, shouldn't LTD be expanding routes, not eliminating them?

I do not support route cuts in favor of more frequent buses on limited routes.

LTD service is adequate for my needs, but I am very concerned about my neighborhood.

I have back issues and soon will not be able to drive. I moved to Edgewood Townhouses (46th & Willamette) because bus #73 is nearby . I don't know what I'll do when I can't drive or walk as far as 43rd and Donald! Horrible prospect!! Can't do it!

My friends, co-workers and clients/ students may use the bus to get to my home so that's important for our quality of life. I'd rather have less service (it's every 30 min now) than no service or a bus stop far away that precludes those visits.

I know that some people will lose easy access, but I am in favor of doing the most for the many. If research shows greater ridership with greater frequency, then I think that's the direction we must go. We want more people OUT of cars. This is a community problem/solution, and it may not word the best for a few. We Americans/Eugeneans sometimes have a hard time being community minded.

I am older and live alone. I drive wherever I go because bus and bike and walking more than a block or so are no longer options for me, though I used to bike to work. This transportation issue is a huge worry for me, because some day I may need to give up driving, and I don't know what if anything is available that would actually be reliable for appointments etc.

I'd like to see more frequency and later bus runs – this would make transit more useful to me.

Integration of multiple modes of transportation is critical to transit success. In cities where people change modes of transportation there is a lot of retail activity. Think of these nodes as economic development opportunities.

I used to take buses as mostly my only transport option when I lived in Seattle for c. 4 years in the 80s when I was going thru a separation/ divorce. Seattle had a tremendous bus system back then, & probably still does. You could get anywhere by bus, & they mostly came fairly frequently too. However, due to health problems & tied-in phobias, I also got OFF buses a lot....before I got home or to my destination. I sometimes walked thru unsafe areas at night because of this.

When I returned to Eugene, for the first time as a single woman, with no \$ for a car, I did try to take buses here. But there just weren't many bus routes, like in Seattle...& you had to ride even longer distances to get places. And I decided it wasn't a good idea to be getting off buses at nite (if I had to) & walking in unsafe places.

So I got a bike. I rode a bike here for many years, had no car backup whatsoever. But there came a point where I was having trouble riding a bike when I got older. So I finally saved enuf to be able to afford my 1st car ever! A car has helped me A LOT as I age. I fell down the stairs c. 4 yrs ago & am unable to walk far anymore, plus my back got bad. And I have some odd problems with my eyes.

I do worry about being able to get essential things, like food/groceries or medications, if I can't drive in the future. I have no family here, no one to ask to drive me places. Plus I have little income, so how to afford taxis? As it is, I have to mostly now order clothes etc. online, as I'm not able to drive to many retail stores anymore (which I'd far prefer to do--usually).

As I said above, I moved to this area counting on having bus access (tho I didn't know I'd have that fall & have trouble walking to the nearest bus stop). I think good bus service is essential for older people like me. I had a former neighbor who tried to take the bus, for instance, after she couldn't drive anymore, but she needed help to get on the bus, & there simply weren't enough bus routes either. She lived on 24th & Willamette & at that time, I think, in order to get downtown, she would have had to go to an Amazon Park bus stop. How was she to do that? She'd had a knee replacement, couldn't walk far either.

I think there were 2 bus routes near me when I moved to this location c. 10 years ago (tho I might not be remembering this accurately). The one that remains, you have to ride around the loop on the Amazons to even get downtown. That would be very difficult for me (to stay on the bus all that time). It doesn't take you to Safeways on 40th/Donald, I don't think.

I'd also like to speak here for my 2 next door neighbors, who wouldn't be able to respond to this survey. One of them has Down Syndrome, the other is autistic. They both work though, and both of them use that ONE (& only one) bus nearby that we have. Neither of them are able to drive. The one with Down Syndrome also has gait instability, and he can walk, but he shuffles--so not too far. His life centers around that job he has. Both of them absolutely depend on that one bus route we have--that LTD is wanting to eliminate. I told Kenny (the autistic one) about the possible elimination of that

route, and I know he signed the petition online to keep it. So these proposed LTD changes/routes would affect them a great deal.

It would affect some of my other low income neighbors too. Most of them have cars. But not all do. I know some others have difficulty walking to the current bus stop. (I think it would be very helpful to have bench(es) along the way to sit down on when you're trying to walk to a bus stop.) If that bus stop is moved even further away...well, this won't be good. Low income people don't usually have as many options as others do.

Finally, why is it that it seems like South Eugene is having almost all their (few) bus routes taken away? (in proposed changes) More than other areas, it looked like. And it looks too, if I interpreted it correctly, like you'd not be able to get to the 29th & Willamette area/Market of Choice, etc. So, to me, it seems like we have less bus options than ever. And South Eugene would be a big loser.

(I know I opted to write extensive comments here! But before doing this, no way could I have done this survey in 4 minutes! How is that possible? I'm typing fast. I had to look at that map to answer some of the questions, for one thing. And don't you have to think about your answers too?)

Thank you, SE Neighbors, for doing this survey!

Only have one Very Old car that may die soon. Can't afford another. If bus route in South Eugene is cut down I would not be able to walk to next nearest bus stop as new map portrays.

My son takes the #27 bus to and from Roosevelt Middle School frequently and we would miss having this route available.

My child is a new student at Spencer butte middle next year and I hope she'll have good bus access to get there/home. My spouse is disabled and I hope this new plan takes her mobility and vision issues into account. Having said that, more frequent bus trips, especially 7 am to 8 pm would make me much more likely to leave my car at home a couple days a week or more if the bus service is something I can rely on to get to and from work, both my primary commute as well as any other trips.

I wish Southeast Neighbors were more open to density, as it would greatly improve our public transit options for this area of town.

When there is snow and/or ice on the streets, I do not drive. It is freeing to know that I can put on boots and catch the bus rather than canceling my day.

LTD's purpose is to provide transportation to its entire service area, not to make a profit or minimize costs. LTD should be analyzing how to provide improved service to the entire service area including how many buses/drivers it would take to do so, and then analyze how to fund the program with appropriate taxes on the business entities that stand to benefit from increased traffic from such

service. Any plan that reduces service to any of the service area is a failure of LTD to achieve its mission. We need to decrease car usage in Lane County, and LTD can play a leading role in this goal if it takes responsibility for providing comprehensive public transit to the entire area. Thanks.

My kids take two buses from Eugene to get to their school in Springfield. The Transit Tomorrow proposal will eliminate our bus line near our house. I am a solo mom and work full time so it would be catastrophic. I am also the principal of Network Charter School where our students take buses as a part of accessing their classes around town. It would also be catastrophic for many students who rely on the bus to get to and from school and also to go to and from classes. We do not provide buses for them so they rely on the bus routes as is.

Plan too weighted on faster connections at cost of rider access. Neighborhood routes are as important as EmX routes.

The 12 and 24 are critical for my youngest child to get from home (Springfield) to school in Eugene (25th & Willamette). The only other bus from Springfield to downtown Eugene takes too long and interferes with the bus timing to arrive at school on time. She is not the only affect student but the ENTIRE school.

Employer tax pays most of LTD's expenses. I am extremely pleased to see totally empty buss's running around town. I am estimating it costs about \$7 a mile to operate a bus if absolutely every cost was included.

My kids regularly ride the bus to school, but the proposed route changes will make this impossible and dependent on car travel instead.

For the first time in 45 years I'll need to walk nearly a mile to catch the bus under this new concept. I consider this change a breach of contract to Eugene citizens

Please offer a much better map than you have here; it is not visible!

Am curious about decision to eliminate 24 Route: did it have anything to do with the conversion of East Amazon to a two lane cycle track with two narrow traffic lanes?

I think limiting the pickups in outlying areas of route 24 (and others) is disgraceful. Keep these routes, but add a route 20 in between the half-hour schedule of route 24. That way, the centrally located people would still have 15 minute service (e.g., for route 24, pickups at Eugene station on the hour and half hour, and pickups at Eugene station at 15/45 minutes intervals). But the outlying areas will have 30 minute service - but still some service. I would take the bus more if the pickup times from the neighborhood were more reliable (or some indication of when the next pickup would be). I have waited up to a half hour for the "next bus", which is frustrating with no indication of when it was arriving.

I am 78, have lung problems, and because of vision problems, unable to drive at night. Eliminating the 28 route and curtailing the 24, would be a real hardship.

I have never owned a car and I am trying hard to avoid it for environmental reasons..

Stand up for Your Bus Access: LTD Routes #28, 73, 24, 27, 33, 55 and 78 may be cut!

Changes proposed in LTD's Transit Tomorrow are potentially disastrous for Eugene's community of neighborhoods. For example, the #28 LTD route that circumnavigates East and West Amazon Drive in South Eugene is a critical lifeline for many residents that provides transport to schools, work, doctor visits, universities, and connects us to downtown and boasts "optimal ridership" according to LTD's General Manager. Other neighborhood routes are also on the chopping block, including the 73, 24, 27, 33, 55, 78, and 12, 17, 41, and 40 (see the Transit Tomorrow website for full details), while some corridors will receive 15 minute service. Our neighborhoods have been successful in attracting a diverse population precisely because bus routes provide a reliable method of transport— cutting this service means that those without the ability to drive or the desire to drive will be forced to leave their neighborhood. LTD has not included enough consideration for the disabled, and no consideration for school districts yet in these plans. Route alterations affect access and equity. Students, low income, and people of color will be most adversely affected should the planned proposal be voted through, and fully 5% of Lane County who are currently served by LTD will be losing their access to public transit. Families will be forced to move or perhaps transfer schools. Public transit along or near these routes is one of the only reasonable responses to alleviate future congestion and prepare for climate change. Climate and ridership goals can be reached by making common sense route improvements, increasing service quality, adding electric/hybrid buses, and using faster traffic patterns for buses.

Our community members pay their share of taxes and deserve for their voices to be heard on this issue. Our quiet and caring community has been built predicated on these bus routes and we call on LTD to respond to these community concerns.

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| 12. Moira Zupan | 97213 | moirazupan@hotmail.com |
| 13. ESTHER KOPPEL | 97401 | N/A |
| 14. Kathleen O'Gieblyn | 97405 | kathleenogieblyn@gmail.com |

Recipient: Lane Transit District Board of Directors, City Council of Eugene, Bev Clarno, Kristina Rice-Whitlow

Letter: Greetings,

The bus system in Eugene depends not just on the corridors that you have identified. Please consider that pockets of Eugene are being underrepresented by your board, including South Eugene, people of color, working families, children, the disabled, and the working poor.

COMMENTS

Comments

| Name | Location | Date | Comment |
|------------------|--------------|------------|---|
| Roxanne Neumann | Eugene, OR | 2019-10-21 | "I ride the 28 to work all the time. You have cut service to the point that LTD is just a mere skeleton of what it was 20 years ago. We don't need trips every 10 minutes on main routes, we need more service to outlying areas." |
| Rachel Anderson | Eugene, ID | 2019-10-22 | "This bus service is crucial for the East Amazon neighborhood. The bus line is used by children, youth, college students, and elderly. It is used by workers commuting downtown. There are many people in this neighborhood for whom this bus line is their main method of transportation. Please consider keeping bus line #28!" |
| Rebecca Eastwood | Eugene, OR | 2019-10-22 | "We need bus lines in this area." |
| Christiane Barth | Eugene, OR | 2019-10-22 | "I ride the bus and need it to get around" |
| Isabel Scharn | Portland, OR | 2019-10-22 | "This bus line is a main mode of transport for students to get to the neighborhood schools. Every morning, the bus stops are packed with students needing to commute to Roosevelt/South, and a lot of the residents in the area bought their homes here for this very reason!" |
| John Ryan | Eugene, OR | 2019-10-22 | "This bus route is really vital for many people in the neighborhoods it passes through and is an important option for students." |
| Jorge Doshi | Portland, NY | 2019-10-22 | "My job depends on this bus, so does my future." |
| Michelle Gleeson | Eugene, OR | 2019-10-23 | "This is an important route past my sons school my sisters house and countless friends houses we need more public transportation in this area not less." |
| Brooke Lumbra | Eugene, OR | 2019-10-23 | "My kids go to Ridgeline Montessori and taking this bus route would be disappointing. They no longer have a bus route for field trips or safe transportation down town as they are almost old enough to ride the bus by themselves." |
| Sabra Marcroft | Eugene, OR | 2019-10-23 | "Transportation access is vital to workers and students." |
| Sara Roadman | Eugene, OR | 2019-10-23 | "This route is used for school field trips" |
| Robyn Suzumrua | Irvine, CA | 2019-10-23 | "The # 28 bus is our neighborhood's only access to the LTD system. LCC and UO students, working families and the elderly all depend on this bus. The students and families at Ridgeline Montessori depend on the # 28 bus to get to school and back from all over our city. Additionally, the students of Ridgeline Montessori depend on this bus for access to all off-campus events and field trips. Although we are a public school, apparently, we do not qualify for a 4J bus. The public bus system is our ONLY option. Please, think of the students in your consideration. Thank you kindly." |
| Ann Carney | Eugene, OR | 2019-10-23 | "Many children at our school depend on the LTD bus service to get to and from school!" |

| Name | Location | Date | Comment |
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| Daniel Wilson | Eugene, OR | 2019-10-23 | "My family uses the bus to get into town. Our built environment precludes my children from getting around on their own in any other way, and a cut to services would effectively strand them, as well as other folks like the young, elderly, or disabled who are unable to safely travel by car. The 28 bus in the morning is packed to standing room only with students and downtown commuters. I would hate to see them split up into individual cars, adding to congestion and pollution in town." |
| kate Walser | Indian Trail, NC | 2019-10-23 | "This route is vital to my kids and myself for school !" |
| Sarah Winter | Eugene, OR | 2019-10-23 | "We need a route that provides access to the Ridgeline trail system!" |
| Erika Wolf | Eugene, OR | 2019-10-23 | "I use this bus route to take my students on field trips." |
| Rebecca Stevenson | Springfield, OR | 2019-10-23 | "My kid takes this bus home to Springfield from Ridgeline! We need it!" |
| Douglas Skinner | Eugene, OR | 2019-10-24 | "Seriously, LTD? Your efforts to screw over the citizens of Eugene/Springfield (especially Eugene) is absolutely disgusting. First, your design of the EmX along Franklin caused many long-time business to close down, then you purposefully over stuffed the #41 and #43 in order to push for the West Eugene expansion of the EmX that nobody wanted, and now you're trying to kill a major route to satiate your sadistic need to punish your riders even further? How about you stop your bullshit right where it is and leave the #28 alone." |
| Kristen Fox | Eugene, OR | 2019-10-24 | "People in that area need it." |
| Denise Howard | Eugene, OR | 2019-10-24 | "For all the people that depend on this route" |
| katie cave | eugene, OR | 2019-10-24 | "Many residents at the end of the Amazon loop rely on 28's route to get to work, school, all over town. There are always people at the stops. Getting rid of 28, or even changing the route could have hug negative impacts on the residents in this neighborhood. Not to mention all of the students who use 28 to commute to and from school and field trips for neighborhood schools." |
| Sacia Stiles de Andrade | Eugene, OR | 2019-10-24 | "My kids ride this bus from school. We need it!" |
| Susanne Taylor | Eugene, OR | 2019-10-24 | "It would have been impossible for my daughter to attend Ridgeline Montessori without this bus. The was a time period when we had only one car, sometimes no car, and thanks to this bus line we didn't have to interrupt her education. I would hate to see kids, who may be lower income or have working parents, lose the opportunity to choose Ridgeline or Charlemagne for their education because the bus no longer serves the area." |
| Toby Schaid | Eugene, OR | 2019-10-25 | "I think we need accessibility by bus for all ends of town" |
| John Shields | Eugene, OR | 2019-10-26 | "Don't get rid of line 28, it is absolutely imperative for connecting South Eugene to the rest of the city. Not everyone has a vehicle!" |

| Name | Location | Date | Comment |
|-------------------|----------------------------------|------------|--|
| Andrew Hadlock | Eugene, OR | 2019-10-26 | "I use this bus for my daily commute!" |
| Isha Rainbowlight | Eugene, U.S. Outlying Islands | 2019-10-26 | "I understand the balance between coverage and frequency and support efforts to increase in town frequency to make non-commuter bus use possible. However, keeping infrequent commuter-time service for routes like the 28,73,24 is vital to allow people access to the bus system in the first place - because once they get into a car to get into town, they're not going to get out again and bus around town." |
| Carole Barnes | Eugene, OR | 2019-10-27 | "Don't take away our bus service!" |
| John McConnell | Eugene, OR | 2019-10-29 | "Important for Daughter's livelihood." |
| Maggie O'Driscoll | Eugene, OR | 2019-10-30 | "I frequently see folks using this bus especially due to accessibility reasons/not capable of driving themselves. The bus needs to complement the cycling transportation infrastructure, not be one or the other. There are many existing areas of dense housing along the Amazon corridors, not to mention numerous schools and a care facility, and everyone driving is not a solution and everyone cycling is not a reality." |
| Hervey Allen | Eugene, OR | 2019-10-31 | "What a potential disaster! Are you crazy????????!!!! We use this bus daily. My daughter and her friends would be trapped down East Amazon with no easy way to get to core downtown, VRC, anywhere else. This makes ZERO sense to cut this service in any way." |
| Corrin Avchin | US | 2019-11-01 | "It's ridiculous to be getting get rid of a bus stop that is SO IMPORTANT." |
| Peter Janes | Portland, OR | 2019-11-01 | "I'm signing because I see the need for this line every day. Please don't take a step back." |
| Stacy Pierce | Portland, OR | 2019-11-01 | "I am signing because I ride this bus twice a day to and from work and there is a need for this route. There are many riders and this would affect many residents, students and the numerous workers who work on this route." |
| Sharil Stinson | Eugene, OR | 2019-11-01 | "Please do not eliminate the #28 route. My grandson takes this bus to the university daily. There is absolutely no parking for students at the UO, so this is his only option for transportation." |
| Gwyneth Iredale | Eugene, OR | 2019-11-03 | "My teens have relied on the #28 to get to high school, jobs and LCC. It's one of the reasons we chose to live off of Amazon in South Eugene. Please keep the #28 route." |
| Jennifer Gordon | Eugene, OR | 2019-11-03 | "We need public transit to meet the city's carbon recovery ordinance goals. Thank you!" |
| Malati Kesaree | Eugene, OR | 2019-11-03 | "I can not drive, and I depend on the bus for all my medical appointments, classes at the UO, and grocery shopping. If this bus is cancelled, it will be devastating! I will not be able to live here!!" |
| Carla Lehrer | Eugene, OR | 2019-11-03 | "I have two children who use the bus to go to school and back. It would truly impact our household." |

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| Janice Buehler | Billings, MT | 2019-11-03 | "I'm a senior and I rely on public transit ." |
| Debi Newberry | Eugene, OR | 2019-11-03 | "Route 28 is critical to our East/West Amazon corridor. We need it to get to and from so many places. The 28 is the only remaining line that comes down here and enables folks to get to school, work and appointments. It's amazing to me that it is even under consideration as a route to be cancelled. Removal of this route will leave a huge number of people stranded. Cars, bikes and ride services are not an acceptable replacement for a perfectly functional transit system. Our current bus schedule is working. Losing the 28 will be a financial as well as physical hardship on many of the people that currently ride the bus." |
| Elizabeth Alter | Eugene, OR | 2019-11-04 | "This bus is the only reason I can get to work, and therefore the only reason I can live in South Eugene. The removal of this busline would force me to move to areas where rent is more expensive, or the area is more dangerous. The Amazon area needs this busline- many of our livelihoods depend on it." |
| Beckie Abbott | Eugene, OR | 2019-11-04 | "My children have used bus 28 from middle school until now while they attend Oregon. It is a very important life line for many who love in South East Eugene. Let us continue to be a part of Eugene's public transportation." |
| Grace Richards | Eugene, OR | 2019-11-04 | "I want to be close to public transportation." |
| Nicole Smithweiland | Eugene, OR | 2019-11-04 | "This is a route used by several school aged children that I know. It is a vital resource for many families with working parents who can't take the time off to drop off and pick up their kids." |
| Jennifer meyer | Eugene, OR | 2019-11-04 | "This bus is essential to my kids who don't drive." |
| Marshall Wilde | Eugene, OR | 2019-11-04 | "People deserve transit!" |
| Duncan Smith | Eugene, OR | 2019-11-06 | "This is the only bus in this area, after you had Eugene city rebuild the Amazon parkways with bus stops and heavy duty concrete pads where the buses stop and now you want to kill off ridership? Wasted money." |
| Derith Madden | Dana Point, CA | 2019-11-07 | "Mass transit is important to everyone everywhere and should have more routes rather than closing any of them." |
| Kelley Williams | Portland, OR | 2019-11-07 | "Every morning the 24 and the 73 are full of school kids that, presumably, have no other way to get to school. How could they POSSIBLY fit on one bus to get them there on time? Not to mention I can't afford a car. We would have to move." |
| Madeline Temple | Eugene, OR | 2019-11-08 | "It would be cruel to cut service to this area...the buses on these routes are packed with students of all ages, nevermind senior citizens and people who use these routes to buy groceries and complete other necessary endeavors. What do you expect all those people to do? It seems as though you just don't care. What other routes have been proposed to get axed? Must all LTD riders live in fear of what is often their only form of transportation being ripped away from them? The inconsideration and blatant disregard shown |

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|---------------------|-----------------|------------|---|
| | | | by this proposal is evident and LTD should be ashamed to show their riders such disdain." |
| Christian Longworth | Eugene, OR | 2019-11-08 | "One day they could come for the 27. I don't want to say I sat idly by and watched another small route die only to use my voice when it's happening to me." |
| Stacy Armstrong | Eugene, OR | 2019-11-08 | "I used this bus for almost 10 years. It was my lifeline for 4 of them. It connects so many schools to the university and down town. Many times a day it is standing room only. Save this line!" |
| Chelsea Cherry | Eugene, OR | 2019-11-08 | "This is the bus I take" |
| Laura Riley | Springfield, OR | 2019-11-09 | "Rock on bbs" |
| Kelly Rauscher | Portland, OR | 2019-11-10 | "Our whole family depends on this bus route and allows us to have one vehicle. Our teens don't need to have a driver license because of the convenience this route offers." |
| Tracy Bartlett | Joshua Tree, CA | 2019-11-11 | "I just moved to South Eugene, and part of my location decision was based on being close to a bus stop (Donald & Fox Hollow). Please keep the routes that stop there, there are only 2 of them, my neighbors and I use them both. Thank you." |
| Casey Ridge | Eugene, OR | 2019-11-11 | "I ride the 28 frequently and not having access to a bus line would be really detrimental to my life" |
| Katrina Honigs | Eugene, OR | 2019-11-13 | "I got injured and couldn't ride my bike anymore and parking close to the building I work is not possible. The 28 is the only reasonable way for me to get to work." |
| Sharry Lachman | Eugene, OR | 2019-11-13 | "This is a critical route for people on the South side of Eugene!" |
| Brian Lupton | Eugene, OR | 2019-11-14 | "This route is crucial to my neighborhood" |
| Lauren Eilers | Eugene, OR | 2019-11-14 | "Gentrification is not ok" |
| Kate Iles | Eugene, OR | 2019-11-14 | "Lane transit should be ADDING routes, not taking them away!! Many people depend on the bus for their transportation." |
| Lille Stanford | Eugene, US | 2019-11-15 | "I really need this bus rout i use it 4 times a week and it is really the only rout I can and do use" |
| Kara CHRISTIANSEN | Portland, OR | 2019-11-17 | "Mass transit is imperative to a wide swath of elderly, low income, marginalized folks. Additionally, it serves to decrease traffic congestion and carbon emissions. Eugene should be finding ways to increase access to services that ensure participation and inclusion in society." |
| Kenny Mason | Eugene, OR | 2019-11-20 | "Its important for ltd to keep bus 28 going out southeast Amazon in eugene without that bus we have no transportation to get to work and to school we appreciate everything the bus drivers do for us it puts a smile on my face knowing ltd helps the community stay connected most of us dont have cars people live in low income housing out in st Vincent da paul on hilyard other people own there |

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|------------------------|------------------|------------|---|
| | | | home people cant walk everywhere and just move away that would be terrible idea we love ltd please keep it going" |
| Ethan Kegley | Eugene, OR | 2019-11-22 | "Many people use the busses that might be cut" |
| Angela Lambert | Veneta, OR | 2020-01-07 | "This route is vital for many SEHS students, please consider the very real ramifications on south Eugene families should #28 service be limited or canceled." |
| Susan Glassow | Blue River, OR | 2020-01-10 | "I'm signing because my daughter who cannot drive depends on LTD to travel to her teaching position for Lane ESD." |
| Don Hildenbrand | Eugene, OR | 2020-01-10 | "Important for people to get to work, to school, fight climate change!" |
| Meridith Kidder | Eugene, OR | 2020-01-10 | "Frequency has no value for riders left without access to transportation services. Maybe it would be more efficient and effective to fine tune schedules with ridership demands." |
| Cam Shelton | US | 2020-01-10 | "Our buses are vital life lines. More routes and frequency will encourage people to consider the bus as an alternative to driving." |
| Denni Galloway | Eugene, OR | 2020-01-10 | "I know how devastating these LTD changes could be to people in my neighborhood. It is not right to build these expensive EMX routes and then reduce or eliminate routes that are absolutely necessary to those who live in the neighborhoods where changes/cutbacks are proposed." |
| Judith Geraci | Jacksonville, FL | 2020-01-10 | "Public transit, especially in providing access to such unique Eugene attractions as the Cascades Raptor Center and the Trail, is a service that benefits both its users and the city." |
| Sitka Spruce | Oakland, CA | 2020-01-10 | "We need more public transit to reduce greenhouse gas emissions. It is not time for the government to be cutting public transit when it should be increasing it. Money is not an excuse, because the impacts of climate change will be more expensive." |
| Stephanie Pope | Brooklyn, NY | 2020-01-10 | "I no longer live in Eugene, but I am a frequent visitor. When I was young, I was able to avoid driving by using shared rides, bicycling, and riding LTD. These Cuts will greatly diminish transit access in southeast Eugene at a time when we need strong public transit options the most." |
| Evelyn Hess | Eugene, OR | 2020-01-10 | "In this time of climate emergency, bus routes should be expanded, not decreased. Please reconsider any cuts." |
| Katrine Sundling | Portland, US | 2020-01-10 | "It hurts the poorer neighborhoods." |
| Patricia CrozierDrabek | Eugene, OR | 2020-01-11 | "Many people depend on these route to get to the ever important places. Let's make it easier not harder. Not everyone lives close in to downtown." |
| wayne anderson | Eugene, OR | 2020-01-11 | "LTD is an integral service to Eugene's liveability" |
| Todd Marston | Brooklyn, CT | 2020-01-11 | "More public transit is needed, not less." |

| Name | Location | Date | Comment |
|------------------|------------|------------|--|
| Emily Poole | Eugene, OR | 2020-01-11 | "I work in a business on south Willamette and help dozens of South Eugene residents every day who depend on the 28 and other lines for their jobs, health, and recreation. This proposal will not only create hardship for many people, it will also create hardship for South Eugene businesses and services whose customer base depends on the bus line for access." |
| Lynn McCabe | Eugene, US | 2020-01-12 | "How do you justify cutting services and also continue collecting a payroll tax for it? We need more public transportation, not less!" |
| Carrie King | Eugene, OR | 2020-01-12 | "The 33 bus runs a block away from my street. If the 33 is eliminated, the closest bus access would be on 18th, 7 blocks away. It is a nice transportation alternative to have the bus run nearby. Our neighborhood would be greatly impacted with the cancellation of route 33. Please keep route 33. Thank you!" |
| John Altshuler | Eugene, OR | 2020-01-12 | "Cutting service would be a poor corporate move, more harmful to our community than perhaps better focusing your efforts to achieve a reduced cost as well as service, but maintaining service to the area sufficient to satisfy the population while running perhaps a "loss leader" status balancing out some of your more profitable routes." |
| Char Heitman | Eugene, OR | 2020-01-12 | "I really want this route to continue for UO and Eugene 4j students and employees and other Eugene adults who use this route for various purposes! Please keep the 28 route open!" |
| Blake Hutchins | Eugene, OR | 2020-01-12 | "My daughters are students at South and LCC who use 24 and 73. Neither can afford cars and both use buses to meet friends, run errands, and get to school and work. LTD would cut off a significant section of Eugene with these changes." |
| GLORIA DUBER | Eugene, OR | 2020-01-12 | "Miscellaneous thoughts on public transportation in Eugene: Consideration should be given to the transportation needs of the elderly. As we age, public transportation becomes ever more important. A goal of LTD should be a shelter for each bus stop. It is amazing to me that in this climate most passengers must stand and wait in the rain for a bus. Bus service needs to be frequent; that is, buses should be a maximum of 15 minutes apart to become attractive to potential riders. The loss of #73 service on weekends has been hard on many folks. Let's bring it back and add a segment between the U of O and the main bus terminal. I wonder how the free shuttle in downtown Eugene is working. If it fails, I would propose experimenting with a jitney service on several north-south roads and east-west roads. People just hop on and off along the designated street-no apps, no cell phones!!" |
| Joel Deese | Eugene, OR | 2020-01-12 | "No cuts to public transportation, period." |
| Christine Bruner | Eugene, OR | 2020-01-13 | "My vehicle just broke down so I just started taking the bus to work and you're proposing to eliminate the only route I can take to work! The 41! The last thing you should do is remove routes to increase ridership, you need to increase routes and increase the frequency of buses not decrease it!" |

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| Carolyn Staub | Eugene, OR | 2020-01-13 | "We are reliant on the bus route to get my son to school. This will really be a huge obstacle for us if the bus route is cut (24)" |
| Diane Sciacca | Eugene, OR | 2020-01-13 | "I used to live in this neighbourhood — twice in the past ten years — and the 28 was my lifeline." |
| Maria Reader | Bella Vista, AR | 2020-01-13 | "I live in Eugene and ride the bus most days. Please do not make lives of disabled riders more difficult by cutting these routes! Please." |
| Dena James | Eugene, OR | 2020-01-13 | "3 of my children and sometimes myself rely on bus #28 and #73 for school and work. Please don't cut these buses." |
| Alexandra Zinkw | Eugene, OR | 2020-01-13 | "Not cuts. Expansion! Also, free LTD now!" |
| Liz LaVenture | Eugene, OR | 2020-01-13 | "Save the Routes. Save our Neighbourhoods!" |
| Tawny Simpson | Eugene, OR | 2020-01-13 | "I use these routes to go babysit, go to work and go shopping." |
| Tyler Young | Eugene, OR | 2020-01-13 | "Route 12 is also impacted by these changes and its elimination would result in elderly individuals and people with handicaps having to travel up to half a mile on foot to get to a bus" |
| Kendra Augustine | Eugene, OR | 2020-01-13 | "The 24 is so important for me to get to my moms house, without this route I can't get there!!! LTD don't be stupid." |
| John Burgess | Eugene, OR | 2020-01-13 | "We need public transportation where we are, not where it's convenient or profitable." |
| Rachel Bash | Eugene, OR | 2020-01-13 | "I rely on the 73 bus to commute to work. I really don't know what I'll do once that route goes away." |
| Malori Musselman | Eugene, OR | 2020-01-14 | "As a person who has had significant mobility issues, the bus has been the only way to get to my place of work and study. I even wished the 78 had later routes, as my work often ended after the last bus and I would have to get a ride. Reliable public transportation is a lifeline for many here in Eugene." |
| Dee Gustafson | Eugene, OR | 2020-01-14 | "By cutting some of these routes, many folks in SE Eugene will be left stranded!" |
| Steve Lasky | Eugene, OR | 2020-01-14 | "Eugene should continue to operate these lines" |
| Kathy Grimwood | Eugene, OR | 2020-01-14 | "I am losing my vision and no longer can drive. I take the 55 often, as do many people in my neighborhood. Cutting service is no way to boost ridership and lower our carbon footprints" |
| Joanne Livesay | Tualatin, OR | 2020-01-14 | "Too many crucial bus lines would be affected. We want people using LTD, not driving along these vital routes." |
| Susan Schueller | Eugene, OR | 2020-01-14 | "We need it" |
| Colleen Albrecht | Eugene, OR | 2020-01-14 | "I use many of those routes. How would they have coverage?" |

| Name | Location | Date | Comment |
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| Susanne Taylor | Eugene, OR | 2020-01-14 | "My daughter uses the 33 and 28 to get from Friendly to Ridgeline Montessori for many years. She would not have been able to attend the school that was the best fit for her learning style if we could not have made use of buses. We also used buses to get her home from dance classes when we didn't have a car. It may seem like the 36 is close enough, if you've never walked home from w 18th on a child, rainy night when everyone is tired or in pain. But I can tell you that it can be very difficult to manage that walk. I was sometimes in a bit or using a cane, or carrying groceries. It's really hard and just breaks you down. Changing these routes will result in less ridership as some people won't be able to tolerate that much walking." |
| wanda dejesus | Lebanon, OR | 2020-01-14 | "I live in Eugene I use buses . This is an open attack front ltd to the people that use the buses everyday I'm an elder with very limited income . More as nd more our life get worst instead of better . . We use TV his buses leave them as lone" |
| Rachel Tomlinson | Cathedral City, CA | 2020-01-14 | "The 24 at fox hollow is the only bus stop this far south. Many rely on it." |
| Paige Newton | Eugene, OR | 2020-01-14 | "Bus access is important for our community and our planet!" |
| Kathy Torvik | Eugene, OR | 2020-01-14 | "This plan leaves those of us living in the middle of larger neighborhoods without critical transportation. I live in the Harlow Neighborhood & would be impacted by #12 elimination. This was critical bus service when I broke my shoulder and couldn't drive. It was a lifeline to work & medical facilities. It's critical bus service for the International students I host who need safe & reliable daily transportation to & from the university. It's critical for the disabled persons I see getting on the bus along this route. It's a critical bridge between Oakway Cntr and Gateway Transit Cntr." |
| Jane Farrell | Eugene, OR | 2020-01-14 | "We need improved public transportation- not reductions!" |
| Jenny Roberts | Portland, OR | 2020-01-14 | "This route will affect too many in the community." |
| Alena Belleque | Beaverton, OR | 2020-01-15 | "Transportation is a fundamental necessity, and should not be only for the rich. Take these away, and my disabled loved one can't go anywhere, and that is inhumane." |
| Liza Burns | Eugene, OR | 2020-01-15 | "I see no reason that bus services can't improve, rather than just leave thousands without transportation." |
| Beth B | Eugene, OR | 2020-01-15 | "I use the 24 bus on Donald to get to work efficiently. It eliminates my family's budget strain and hassle of downtown parking, while also allowing us to reduce two more vehicles from the community's pressure on parking, traffic, and environment. If another bus line replaces and includes our area, as the map seems to indicate, but requires longer route pacing on Donald, it will make using the bus prohibitively more time consuming for my family. It already, as is, requires a 45min wait for the bus for my student leaving classes at Lane College downtown in the evening. Where are the proposed schedule changes in addition to route changes? Please link those with the plan maps." |

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| Melody Meek | Springfield, US | 2020-01-15 | "Route 33 is an important link to downtown. I'm guessing ridership decreases when the travel time got longer when it was looped to the amazon station." |
| Vanessa Sanchez | Eugene, OR | 2020-01-15 | "Don't make life harder for the people who need your services!" |
| Lori L. Singels | Eugene, OR | 2020-01-15 | "Most of us plan our lives around how to get where we need to go. I strongly protest that LTD thinks it's improving its service by breaching a long-standing contract with the citizens of Eugene and discontinuing all the routes listed. My bus route, #28, is among them. The new stop will be more than a mile away. Now it's within 100 steps. I need the bus. I'm 78 and don't drive any more than I have to. A mile. In the rain and cold." |
| Cynthia Thiessen | Eugene, OR | 2020-01-15 | "I am a senior who depends on public transit off of E. Amazon. The proposed changes disproportionately affect all three possible routes currently available in my part of town." |
| Sylvia Short | Eugene, OR | 2020-01-15 | "I'm signing because my friend depends on the 24 for her home business." |
| Jim Johnson | Eugene, OR | 2020-01-16 | "My business paid \$1300 in LTD tax last quarter... and now you want to close the bus stop in front of my house and make my family walk 1/4 mile to another bus stop. NO." |
| Heather Mehringer | Eugene, OR | 2020-01-16 | "My family uses route 27 every day. Cutting this route would seriously affect accessibility to the community for my elderly mother in law. Middle and high school students rely on this bus" |
| Alex Fitzpatrick | Eugene, OR | 2020-01-16 | "I use 29 and 73!" |
| Anand Holtham-Keathley | Eugene, OR | 2020-01-16 | "The Climate Crisis requires more transit service for more people for free." |
| Lois Patterson | Eugene, OR | 2020-01-17 | "My neighborhood will no longer have bus service." |
| Heather Shelton | Eugene, OR | 2020-01-17 | "This is a step in the wrong direction for supporting our community and the planet. Please support our bus routes and riders." |
| Maryellen Danehy | Eugene, OR | 2020-01-17 | "Students rely on LTD buses to get to school -- and these are their "neighborhood schools" -- because 4j does not provide transportation. There are many other people south of 43rd Ave. who depend on the bus to get around. Surely LTD has this ridership information! Eliminating service on these lines to provide more frequent service on others is both short-sighted and unfair." |
| Roger Kelner | Eugene, OR | 2020-01-17 | "Mass trans is important" |
| Jim Hemmingsen | Eugene, OR | 2020-01-17 | "the Laurel Hill neighborhood needs it's bus #27 - it's the only bus for the kids who go to Northwest Youth Corps and seniors and any others who need the bus." |
| Rebecca Coon | Eugene, OR | 2020-01-18 | "We couldn't make our crazy schedule work without some of these routes. Please be thoughtful." |

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| Lindsay Swanberg | Eugene, OR | 2020-01-18 | "Eugene can't afford to lose any of its bus lines! Please find a different way that doesn't hurt your customers." |
| Keira Wilson | Eugene, OR | 2020-01-18 | "I take the bus ALL THE TIME and the 28 is how I get to the station to go to work. Losing my stops will most definitely result in me losing my job and since I have to completely support myself with no financial help that can't happen!" |
| Genna Gaines | US | 2020-01-18 | "I remember what it's like to have to walk and ride the bus everywhere, cutting routes changes peoples entire routine. Plenty of people rely on those buses" |
| Kathleen Dusio | Eugene, OR | 2020-01-18 | "Everyone should have fair access to transportation." |
| Lynda Hall | Eugene, OR | 2020-01-19 | "I am elderly and need the bus to be more accessible to me not less" |
| Christie Chapman | Eugene, OR | 2020-01-19 | "I use these routes often and so do many other people, who truly rely on them." |
| Christina Anderson | Springfield, OR | 2020-01-19 | "I'm not alone when I say, this will cost the people on Eugene/Springfield dearly, cost the environment, Ridesource resources, the whole community. LTD will suffer as well." |
| Jason Archer | Blachly, OR | 2020-01-19 | "I signed because having a bus system with great coverage is way more important than one that runs more often! The route that runs by my apartment is being eliminated too (route 1). The elimination of the route will strand or make it almost impossible for many riders with mobility issues that the route serves to get around town." |
| Karla Meador | Los Angeles, CA | 2020-01-19 | "I care about others" |
| Rachel Shepard | Eugene, OR | 2020-01-19 | "We should not be making public transportation more difficult to access, we should be making it easier and more attractive as an alternative to cars." |
| Tanya Truax | Eugene, OR | 2020-01-20 | "At some point in the past several years the following routes have been instrumental in getting to and from work; 24, 27, 28, 40, 41 and 73. It is incredibly disappointing that so many routes are at risk. Knowing my son's routes are now at risk, makes me glad I haven't purchased a current bus pass." |
| Michelle Lundy | Eugene, OR | 2020-01-20 | "My daughter relies on public transportation to get to school. We have one vehicle and my wife takes it to work every day before school starts for my daughter. Removing routes would mean her having to walk miles in inclement weather just to get to school and home and that is totally unacceptable. The school district here is working to improve attendance and this will certainly make attendance rates plummet. Please rethink this plan. It does not make sense for thousands of people and yet those same people fund the public transit system through tax dollars. They should not be punished because you all are trying to save money (the money that we gave you to provide public services)." |
| nathan long | Eugene, OR | 2020-01-21 | "People deserve access to public transportation that is convenient and readily available" |

| Name | Location | Date | Comment |
|----------------------|-------------------|------------|---|
| Charlott Wells | Eugene, OR | 2020-01-21 | "This is just wrong taking buses away from many people in need" |
| Amanda Hurst | Eugene, OR | 2020-01-21 | "People in lane country rely on the bus system everyday." |
| Mysti Frost | Cottage Grove, OR | 2020-01-21 | "Please don't cut any services! I beg you!" |
| Heidi von Ravensberg | Portland, OR | 2020-01-22 | "LTD, if you cut these routes, I can't get to the routes you plan to improve. How does that increase ridership? I also won't be able to get to work or many other South Eugene locations important for daily living. What about disabled? Are you increasing ParaTransit to make up for loss?" |
| Amy Thomas | US | 2020-01-22 | "I'm at a loss why LTD is planning on changing/eliminating the 73/24 and 28 when its ridership is almost always full in the daytime and still being used frequently in the evenings. It is bad enough the last 73 bus departs at 6:36pm from UO when most students are still studying hard at the library and on campus at that time. That bus is always full. Why are we changing a system to be less helpful for public use in a city that touts sustainability? . It makes zero sense and whenever that is the case, my inclination is to deduce it has something to do with a profit margin and not the well being of citizens. My teens rely on LTD to go to school, to practices for their sports, to go to the mall and see friends. I'm a single mom who works and can't always drive my kids everywhere they need to go. The LTD saves me time and money and the environment too. It keeps my kids busy and out of mischief. Where we live at Fox Hollow and Donald, we are already pretty secluded up there....to eliminate/reduce these route" |
| Cynthia Smith | US | 2020-01-22 | "People need the bus to go to work" |
| Jeff Swaim | US | 2020-01-23 | "I live in South Eugene and rely on the #24 bus to get me to and from my apartment. Don't take away my only means of transportation!" |
| Samantha Roethler | Eugene, OR | 2020-01-23 | "Route 28 serves my neighborhood and MANY people, including students, use it regularly. It would be detrimental to this part of town and helping no one." |
| rosalie galliher | Springfield, OR | 2020-01-23 | "too many people in these neighborhoods count on the bus." |
| Benjamin House | Eugene, OR | 2020-01-23 | "I have relied on the bus for commuting a lot over the years. We need a lot more community input before further route changes are made. I would like to see timetables for the proposed routes. It looks as though there would no longer be a direct route from where I live to down town. Unacceptable!" |
| Virginia Hendricks | Cottage Grove, OR | 2020-01-23 | "How shortsighted! It's time to create sustainable public financial support. Imagine a city with no cars and efficient transportation. Start there." |
| Genevieve Schaack | Eugene, OR | 2020-01-24 | "We need to increase access to public transportation, not cut it." |
| Kay Gouldner | Eugene, OR | 2020-01-25 | "Because I believe that everyone should have access to safe reliable public transportation!" |

| Name | Location | Date | Comment |
|--------------------|--------------|------------|---|
| Dwan Shepard | eugene, OR | 2020-01-28 | "People need access. That is what public transportation is for." |
| Elizabeth Twombly | Eugene, OR | 2020-01-30 | "I have a daughter who will be attending SEHS next year. To get to our current stop on 39th and Willamette is a 1 mile walk. To get to a more southern stop will be close to a 2 miles. In the end I know we will either be getting in the car to drive her to the bus stop and/or just driving her the whole way. There should be a continued route on LTD that goes further south—at least 2x/day to accommodate kids getting to/from SEHS. There are no school buses!" |
| jay bear | Eugene, OR | 2020-01-30 | "i ride buses LTD wants to cut" |
| Michael Bustamante | US | 2020-01-30 | "The bus is here for everyone in eugene." |
| Rachel Millican | Eugene, OR | 2020-01-30 | "I live along one of the bus lines and see people use the bus as their main transportation to get to school and work. Some of these people are either low income, disabled or elderly, it would be a shame to eliminate these buses without having an alternative first." |
| Breanne Venn | Eugene, OR | 2020-01-30 | "I use the 33 to pick my Kiddo up from ATA. I live in Springfield so removal of the route would make it next to impossible to pick her up" |
| Andy Darnall | Eugene, OR | 2020-01-31 | "I take the 73 to the 24 to get to work every day. Then I take the 28 home. My friend needs the 33 to get to work and the 55 to pick up her young child from school. This plan is incredibly irresponsible and LTD did not make an effort to let more people know about this." |
| Michael Jones | Eugene, OR | 2020-01-31 | "Don't ruin routes for people" |
| Brooke Lumbra | Eugene, OR | 2020-01-31 | "These bus routes are used by my family. Especially the 24 and 28. Eliminating or consolidating leaves my kids with no close bus stop." |
| Wilgen Brown | Eugene, OR | 2020-01-31 | "Many of my friends will be unable to access their work, have an easy route home, or go to important locations during the week." |
| Michelle Dreiling | Winfield, KS | 2020-02-01 | "The 28 bus is packed with school kids every single day, many who attend school that doesn't provide yellow bus service." |
| Gillian Betterton | Eugene, OR | 2020-02-01 | "school attendance, senior isolation, traffic, commute times, housing density are ALL adversely affected when we cut bus routes. The plan should be to GROW ridership" |
| jessica painter | Eugene, OR | 2020-02-01 | "Bus service already requires a walk in each direction. Let's not make it harder on folks already struggling, by reducing routes... and increasing walking distance." |
| Hannah Mitchell | Eugene, OR | 2020-02-02 | "These route eliminations and consolidations mean ridiculously long trips to places well served by current bus service, which is nationally ranked. NOT anymore. The eliminations make no sense. How is the 20 bus (new name for 24) supposed to carry the people needing to get to south Eugene from the two eliminated routes 28 and 73? These decision makers are incompetent at best." |

| Name | Location | Date | Comment |
|-------------------|-----------------|------------|---|
| John Harbick | Puyallup, US | 2020-02-02 | "I rely on the 40 line to get to and from work, grocery shop, and do most things around town of my bus line goes away then it would in many ways be easier for me to simply walk to work. Everything else would just take more time as well. In short getting rid of these tires is only going to make it harder for myself and others like me to interact in our community and in many cases hurt the economy and shine of my more elderly neighbors." |
| Penelope McKibben | Springfield, OR | 2020-02-02 | "I use the #12 Gateway route to get to work on weekdays, and what the replacement looks like is RUBBISH! It'll take me twice or more as long to get from Gateway to Downtown or back! Even if I choose to take the Emerald Express!" |
| Elisabeth Blum | Eugene, OR | 2020-02-02 | "I have seen LTD routes become less and less convenient for the most vulnerable riders over the years." |
| Elizabeth Bounds | Eugene, OR | 2020-02-02 | "I love on the 40 route and so do many of my co-workers. We rely on this route to get to and from out downtown office. Any reduction or closure of this route hurts Eugene's downtown business's both in terms of customers and employees. We need the routes expanded not limited." |
| Laural Miller | Eugene, OR | 2020-02-02 | "The 27 is the closest to my home. Bus systems are about access to transportation, we should be adding and not limiting access. Transportation is one of the major social determinants of health" |
| Krista Huhtala | Eugene, OR | 2020-02-03 | "I lived along the 28 route for 6 years. I was very grateful for how easy it was to get downtown and to campus." |
| Mary Robertson | Eugene, OR | 2020-02-03 | "I live on route 33. I'd lose access to the bus; even more worrisome is the caregivers that help me and my elderly mother would be unable to continue coming by bus." |
| Amy Chinitz | Eugene, OR | 2020-02-03 | "My ninth-grader uses some of these routes to after school" |
| skele hellsing | Eugene, OR | 2020-02-03 | "You will uproot the entire lower working class ability to go to work, school and housing, and doctor's appointments, most poor working class citizens live in these areas that you will be cutting you will effectively be killing the poor and underprivileged by doing this, you all should be ashamed of yourselves you have failed as a community service." |
| Jilynn Cherish | eugene, OR | 2020-02-03 | "I've used LTD's services all my life. I'm nearly forty and don't drive so I depend on bus services but as neighborhoods get cut it becomes less practical. Route 55 gets me home, but won't get me to work early enough, Doesn't run on weekends. If it gets cut further my ridership will drop from a near daily habit to the occasional errands on a rainy day." |
| Kathleen Pinney | Eugene, OR | 2020-02-03 | "public transportation is one of the most important services a city can provide. Instead, get rid of the LCC bond measure to improve a perfectly usable campus." |
| Savona Cook | Eugene, OR | 2020-02-03 | "Why are these lines being cut?It seems like LTD has lost its collective mind. Perhaps smaller buses less often would be better?" |

| Name | Location | Date | Comment |
|-----------------------|-------------------|------------|---|
| Carla Dela Cruz | Eugene, OR | 2020-02-03 | "I am disabled and I don't drive.It's right by my home the 40 and 41 we depend on these to do get to work, do errands, go shopping and get to doctors appointments." |
| Marc Gunther | Junction City, OR | 2020-02-04 | "Buses can be free-read about it-Eugene is NOT a progressive city until it moves in this direction : https://www.vox.com/the-goods/2019/12/17/21026425/kansas-city-free-bus-s |
| Ida Okerberg | Eugene, OR | 2020-02-04 | "These routes are literally a lifeline to our community as a whole. Tell us, how does someone, physically challenged, who does not drive or have an alternative to public transit, get around without route 24? Just a small example. Please consider these riders! It's hard enough on them, don't add to their challenges." |
| Kelly Ritter | US | 2020-02-04 | "I need bus 33" |
| Dylan Vitale | US | 2020-02-04 | "I use the bus system everyday to get to work, the walk would take me all day and and taxi would be too costly" |
| Tara Booth | Tigard, OR | 2020-02-04 | "LTD is a vital service for me and my community. I see school kids, the elderly, the disabled, and the finally at risk using the bus daily. I myself ride often and use LTD as a commuter. It is disappointing to see LTD dismiss and belittle riders with suggested route removal. It's sad to see LTD put profit above community access." |
| Christine Cadwallader | Eugene, OR | 2020-02-04 | "We need route 40 for doctors appointments and vet appointments and grociers we need route 78 for doctors appointments" |
| Benjamin Cooper | Eugene, OR | 2020-02-04 | "I cannot drive and I use these routes all the time!" |
| Linda Steller | Eugene, OR | 2020-02-04 | "I use the 33, the 78, the 28, and the 24. Please don't get rid of these bus lines. They are the only routes into their areas of town." |
| Allison Ford | Grants Pass, US | 2020-02-05 | "Robust public transportation is necessary to meet climate goals and allow those who don't drive to move around town easily." |
| Amber Perry | Eugene, OR | 2020-02-05 | "We already have limited transit on my route." |
| Christi Davis | US | 2020-02-05 | "People need to have access to Dr appointments, grocery shopping and many other things. This could effect alot of people in a bad way. Please don't take this away from them." |
| Jessina Van Datta | Eugene, OR | 2020-02-05 | "Cutting access to areas is a bad move." |
| Jessica Polson | Eugene, US | 2020-02-05 | "You must not understand how this decision will negatively affect the underprivileged community in our city. Please reconsider cutting bus routes. Life is hard enough for a lot of folks right now. Don't make it harder." |
| Karry Lara | Eugene, OR | 2020-02-05 | "I have epilepsy and cannot drive, Eliminating these routes would make it exponentially harder for me to get to both therapy and doctors appointments." |

| Name | Location | Date | Comment |
|-------------------|-------------------|------------|---|
| Tyler Bowman | Portland, OR | 2020-02-05 | "We need the bus system for people working or going to school. Without a way to get to work or school there is going to be a lot more people homeless or futureless." |
| Camilla Dussinger | Springfield, OR | 2020-02-05 | "I am signing because LTD should be more accommodating, not less. As tax payers, we have been paying a lot to expand the EMX routes, but I want to keep the old routes as they are as well!" |
| Jen Garrett | Junction city, OR | 2020-02-05 | "I live in junction city I know how hard it is for people like me to get around who live in small towns especially to appointments and such! It's bs they have made so many improvements to cut shit come on Ltd get your act together #busridersince15yrsold!" |
| Crystal Jones | Eugene, OR | 2020-02-06 | "My husband uses the buses for college and so many other as well plus many who don't own card" |
| Mario Tennon | Springfield, OR | 2020-02-06 | "We all need better public transportation. And more and better public transportation can help reduce carbon emissions which contribute to climate change." |
| Lindsay Royals | Eugene, OR | 2020-02-06 | "We need better transportation not less." |
| Mark Rockwell | Eugene, OR | 2020-02-06 | "Mark Rockwell" |
| Kelsie Kachel | Eugene, OR | 2020-02-07 | "I'm signing because my teacher friend's students would not have a bus to take them to school." |
| Michael Polaski | Eugene, OR | 2020-02-07 | "Having access to reliable public transportation is an absolute must for the thousands of tax payers that either ride to help the environment or the inability to afford their own vehicle. Removing these routes will only hinder the survivability of those people and borders discrimination against the financially destitute." |
| Daniel Borson | Eugene, OR | 2020-02-07 | "If the 73 is cut, my son would have to wake up an hour earlier to walk to far enough to get a bus to his school. Then, he'd get home an hour later, leaving not enough time for schoolwork and sleep. It's irresponsible and cruel to cut off entire neighborhoods." |
| Brooke Larson | Eugene, OR | 2020-02-07 | "LTD is an important service, and it would be devastating to lose all of these busses." |
| Michelle Evens | Vermont | 2020-02-07 | "This bus is essential for the students of Twin Rivers Charter School to be able to get to school and receive the education they deserve. Cutting this bus route would mean cutting their access to an education. Please think of the students and don't cut route 27." |
| Donna Rice | Oakridge, OR | 2020-02-08 | "Bus 27 is critical to students who are already fighting an uphill battle. Don't make it any harder for them to have a fair chance in life!" |
| Kristin Humphrey | Eugene, OR | 2020-02-08 | "Without bus 27, many of our students will not be able to attend our school." |
| andrea beardsley | eugene, OR | 2020-02-08 | "my neighbors andmi depend on #28." |

| Name | Location | Date | Comment |
|------------------|-----------------|------------|--|
| Rosemary Childs | US | 2020-02-08 | "As a low income disabled resident of Eugene I know that our very existence and survival depend on having access to affordable transportation! I also know our planet is dying from our dependence on fossil fuels and we are currently at a turning point in history where we must change or die. We should be at this time on the planet's timeline investing and learning better and safer methods of travel instead of eliminating what we have completely." |
| Anne Hardy | Eugene, OR | 2020-02-08 | "I am 83 no longer drive and NEED to keep the buses all intact" |
| Rosana Costello | Eugene, OR | 2020-02-08 | "Access to public transportation is vital to a healthy, and aging, community, and helps us move away from destructive car-culture. Especially in the south hills, which have.. hills... an aging community needs our buses. If ridership in those areas is down, how about smaller buses, electric buses in those areas? No buses should not be an option." |
| Lindsay Milligan | Eugene, OR | 2020-02-09 | "My daughter needs some of these to get back and forth to school and the middle and high school aren't going to add buses! This is crazy to even think to take them away!!!" |
| Bruce Bean | Eugene, OR | 2020-02-09 | "The nearest bus stop to my house is the no. 40 at Elmira near Bertleson and it is a half mile for me to walk it. The 41 has a stop on Danebo which is 6 tenths of a mile. The sidewalks and bikepath to that location are in bad shape and extremely difficult for my wife to maneuver in her wheelchair. It is hard enough to get her to the no.40 stop. If you take that away, she won't be able to take the bus at all. We need more bus stops, not less." |
| Elijah Ari | Aliso Viejo, CA | 2020-02-09 | "I use these bus routes every week!" |
| Adriana Castanon | Springfield, OR | 2020-02-09 | "I commute like many other people that are part of this economy too." |
| Nicole McCall | Eugene, OR | 2020-02-09 | "I take the 51 everyday in the area they want to cut and these proposed changes benefit no one. They essentially want to gentrify our bus system, this is a terrible plan." |
| Brooklyn Hurd | Eugene, OR | 2020-02-09 | "I use several of these routes to get home and to and from college and work" |
| George Neally | Eugene, OR | 2020-02-09 | "Fully-funded public transit is a hallmark of every advanced economy. As transit systems transform their fleets to zero emissions their financial solvency should increase. Service vectors should be expanded throughout the transition." |
| gustavo gamboa | Miami, FL | 2020-02-10 | "I depend on the bus system to get to work and around the city. Would be an extreme inconvenience for many residents." |
| Jalyn Gottstein | Eugene, US | 2020-02-10 | "I use routes 78 and 24 daily, these routes are vital sources of transportation for myself and many others" |
| Christa Lowe | eugene, OR | 2020-02-10 | "people desperately need these bus routes!!!! I do and many others!!!!" |

| Name | Location | Date | Comment |
|-----------------------|-----------------|------------|---|
| Amber Robeson | US | 2020-02-10 | "The routes being eliminated serve areas without other options while many new routes proposed run very close even parallel and overlapping with existing routes. These changes affect me and many people I know. Rather than changing and cutting routes LTD should look at increasing ridership and expanding service rather than cutting" |
| Colleen Nguyen | Eugene, OR | 2020-02-11 | "Cutting out the 12 route loses many wheel-chair bound riders on Harlow and will force riders to sit in nightmare Coburg rd traffic just to get to Gateway - basically going from a 15 min ride to 30-40 mins, maybe longer during rush hour. Get ready to lose a good chunk of that Eugene customer base, if LtD goes through with this, Gateway." |
| Julia Richards | Eugene, OR | 2020-02-11 | "Please don't change the routes, especially in these most important locations!" |
| Susan Beals | Eugene, OR | 2020-02-11 | "I'm tired of watching LTD screw over low income, the elderly and lessor abled people out of transportation so they can later expand the EmX lines. We aren't stupid. We've watched you do this before. Stop cutting bus service!" |
| Madeline Santoyo | Eugene, OR | 2020-02-11 | "Please don't cut 78! I know ridership is low right now, but service has already been changed recently and people are still adjusting." |
| Adhana Fletcher | US | 2020-02-11 | "I'm signing because we need the bus here...my kids need it to get to school. My car just broke down, and won't be fixed until April. If I didn't have this bus I wouldn't be able to get to work to support my household, as it goes for a lot of single moms that live up here in the south hills that use the 24/73 routes." |
| Michelle Evens | Vermont | 2020-02-11 | "The 27 bus is key to getting the students of Twin Rivers Charter to school. It doesn't matter how many people it's going to affect. What matters is that it's directly affecting children's education by cutting this bus line." |
| Mark Hutchinson | Eugene, OR | 2020-02-11 | "28" |
| David and Judith Berg | Eugene, OR | 2020-02-11 | "Travel to U.O. from areas south of 29th/30th Ave, now covered by Route 73, would become irrationally inconvenient. It would require riding to Eugene Station and then transferring to EmEx." |
| Melissa Watts | Springfield, OR | 2020-02-12 | "I am signing because this would limit people without personal transportation to areas in their community." |
| Jagdish Khalsa | Eugene, OR | 2020-02-12 | "Jagdish Khalsa" |
| Amber Bates | Eugene, OR | 2020-02-12 | "Found out about this on a route I take my daughter to school on because the school she's zoned to has done things such as send a child home early without notifying the parent so the child is alone outside parents unaware. I rely 1000% on the buses. All of the buses. And most of the routes they want to get rid of would drastically affect not just my life but my children's lives and education. The way this change was brought about was shady. The presentation to make it okay with the public is shady and it's making me lose faith in LTD." |

| Name | Location | Date | Comment |
|-------------------|--------------|------------|---|
| ben heitman | Eugene, OR | 2020-02-12 | "I use the 55 all the time that would be a huge hit to my transportation abilities, as well as the tons of highschoolers and middle schoolers that rely on that route daily" |
| Jared Bobak | Seattle, OR | 2020-02-12 | "For the first 5 years I lived in Eugene I used the bus service extensively. Seeing the routes being cut I dont think I would have been able to make it through school at LCC and work and maintain my place of living without the bus service. Since then it seems they've cut more and more routes to save money and replaced it with the limited service of the EMX which is unregulated and to be perfectly honest, not even safe. So I sign this petition, not only in hopes to stop LTD from cutting these routes but because there is A LOT more work to be done in order to make the public transit system in eugene effective for everyone and feel we cant begin to make changes while actively railing against your most vulnerable citizens basic needs." |
| Stephanie Keeley | Eugene, OR | 2020-02-12 | "These bus routes are important to so many people that have no other way to get around the Eugene/Springfield area! Don't close them just because you are trying to save money!" |
| Jessica Young | Eugene, OR | 2020-02-13 | "My route is one of the ones to be cut." |
| Janice Gonzalez | Eugene, OR | 2020-02-13 | "All people deserve access to the bus. People need to get around- to school, work, grocery stores, doctor's appointments, errands, etc. This would leave many without any accessible transportation." |
| CHRISTINE EMERSON | Eugene, OR | 2020-02-13 | "I rely on the bus as my sole means of transportation and use it to access Tamarack Pool several times a week. This route could be impacted by proposed changes." |
| Marie Vitulli | Eugene, OR | 2020-02-13 | "I don't want to lose the 78 bus, the only direct line to UO." |
| Timothy Chuey | Eugene, OR | 2020-02-13 | "These routes are the only means of transportation for some of us. How will we get to the doctor or anywhere else without a nearby bus route connection?" |
| Kazia Sarpola | Eugene, OR | 2020-02-13 | "I am legally blind and use LTD MULTIPLE times a day to get to and from school and also to do daily tasks." |
| Marianne Levin | Appleton, WI | 2020-02-13 | "I'm signing this petition because public transportation is crucial for viability of cities and for maintaining cities as a place for all." |
| Rebecca Sarpola | Seaside, OR | 2020-02-13 | "We rely on this" |
| Holly Paddock | Eugene, OR | 2020-02-14 | "A friend of mine with disabilities needs your service." |
| Kaia Reinke | Eugene, OR | 2020-02-14 | "We need these routes!" |
| Shadra Lewis | Eugene, OR | 2020-02-14 | "The proposed elimination in 28 would cut us off from service. We would have to walk a mile from our house to the proposed new stop. Not fun in cold and rain, or heat of Summer. The bus is standing room only, with middle, high, and college students, and workers around town. This route is okay as is. Times and frequency are fine. Please don't eliminate a good thing for our area." |

| Name | Location | Date | Comment |
|------------------|-----------------|------------|--|
| Tel Woolsey | Eugene, OR | 2020-02-14 | "I am a person with a disability who relies on LTD public transportation. I know how important it is to have as broad a network as possible and how changes of of 3/10 of a mile to a full mile in the distance to stops can be devastating for people with disabilities." |
| Laura Welsh | Eugene, OR | 2020-02-14 | "Please listen to the above stated concerns." |
| Erica Marchand | Eugene, OR | 2020-02-15 | "I take the 33 bus, and this will directly affect me getting to and from work." |
| Jessica Chew | Eugene, OR | 2020-02-15 | "I went to college in Eugene and I used the bus routes to get around up until senior year! Coming from a smaller town, I thought it was really cool that the city had such an extensive bus system. Please consider those that would be affected by these cancelled routes and find a better solution than the one proposed!" |
| Robb Holloway | US | 2020-02-15 | "There are many dependent on these buses." |
| sharon place | Springfiled, OR | 2020-02-16 | "For some there is no other option" |
| Mary Doyon | Eugene, OR | 2020-02-16 | "Public transport needs to be useful for the public!" |
| John Hegg | Eugene, OR | 2020-02-16 | "I use some of the proposed routes considered on the list for removal to save vehicle congestion and fossil fuel." |
| Jane E Russell | Eugene, OR | 2020-02-17 | "Our communities need more public transportation not less if we are to do anything to help global climate crisis" |
| Ariana White | Eugene, OR | 2020-02-17 | "You don't get people to ride by taking away their ability to ride." |
| Rosa Anaya | Eugene, OR | 2020-02-17 | "I've used the bus line before and if I was ever on a situation to need one again I would need these routes" |
| Muna Ragab | Eugene, OR | 2020-02-17 | "I always use 24 when I come back from my grocery shopping." |
| Cassandra Miller | Eugene, OR | 2020-02-17 | "I went to the 2/11 public meeting and suggested to one of the men in charge of these changes to extend route 73 up and around Spenser's butte to encourage more ridership for the area to save access for those who are dependent on the bus. on Eugene's.gov page it says it is estimated that 300 people visit the butte everyday and the latest report from the Raptor center, dated 2014, says it gets 20k visitors annually. I expressed to him the parking lot is usually packed and walking up Foxhollow to the trail or Rapture center is dangerous and no parents would want to take their children. By add a stop across from the parking lot on Willamette and another across from the Foxhollow trail/Raptor center entrance this would encourage more people to ride which would help with their mission of reducing greenhouse gasses. His response to me was LTD doesn't base routes off of destination recreation, only off of needs. Later that evening after I left the meeting was I made aware of the new bus route that will begin in April" |
| Danny Miner | US | 2020-02-17 | "Not right to cut those bus lines" |

| Name | Location | Date | Comment |
|-------------------|-----------------|------------|--|
| Kate Iles | Eugene, OR | 2020-02-17 | "Ditto re Jane A Russell's comment" |
| Rachael Jenkinson | Springfield, OR | 2020-02-17 | "These proposed cuts too Ltd buses could severely impact my ability too get around town the bus is my only option for transportation" |
| Mariah Drogitits | Seattle, WA | 2020-02-18 | "I work with a low income housing community who would be totally cut off from any public transportation if these busses are cut specifically the ones up near Fox Hollow. Many residents would have no transportation or way to get around and it would compromise their jobs, housing and livelihoods. The closest bus wildlife be more than a mile away ..and it would be uphill the entire way. Please don't cut these routes" |
| Elizabeth Andrews | Eugene, OR | 2020-02-18 | "Taking away the 43 already put a huge wrench in how I get to work. I have to buy a day pass, even if I'm going one way because of the emx. That's a lot of wasted money for me. You can't take away transportation from thousands of people, it's wrong." |
| Cassandra Miller | Eugene, OR | 2020-02-18 | "It seems my prior comment has been taken down by someone abusing the report function. Please be aware that this means LTD employees are well aware of this petition. This is not the first time my voice has been suppressed by them as I had posted a sign at the Eugene Library letting others know these changes were going to be taken place when everything was still being on the hush hush on LTD part to the public; in less than 24 hrs my sign had been taken down. I spoke to the woman in charge for the community board and informed me it was not her and confirmed the time of my posting was at the beginning of the week before things are removed. PLEASE try to make it to the board meeting tomorrow at 5:30pm at LTD's main office in Glenwood." |
| Bob Giles | Eugene, OR | 2020-02-18 | "So get with it people, sign the petition. Why am I the first to sign?" |
| Robin Dreher | Eugene, OR | 2020-02-19 | "Bus route 28 is critical to the survival of our community in South Eugene" |

A Demographic Comparison of Southeast Eugene with the City of Eugene

Summary: This packet has been prepared with data from the City of Eugene 2011 Neighborhood Analysis to help planners understand the misunderstood demographics, transit use, and needs of the region. SEN is home to a higher than average (for Eugene) incidence of families in poverty, higher than average (for Eugene) population of elderly, higher than average (for Eugene) population of students, and higher than the Eugene average of people who rely on the bus for their commute to work.

Population: According to The Eugene 2035 Transportation System Plan, Southeast Eugene exceeds the MPO average in Lane County for each of the following Communities of Concern: 1) minority, 2) poverty, 3) disabled, 4) senior, 5) 0 vehicle households (the no vehicle households above average area is limited to the area north of 36th Ave, which feeds to the Amazon neighborhood).

2010 census was 7.8% of the city of Eugene. Due to its much higher-than-average R-1 zoning (91% of the neighborhood is zoned as single family homes versus 51% citywide), this neighborhood's transportation and utility infrastructure stands to be impacted much more than most with the HB 2001 implementation in January 2020.

Income: Southeast Neighbors per capita income is among the lowest in the city of Eugene along the Amazon Creek basin, with average and higher-than-average per capita incomes in the higher-elevation regions of the neighborhood. Family households in poverty were 2% higher in SEN than the city average, while non-family poverty rates were lower than the city average.

Elderly: Southeast Neighborhood has a higher number of baby boomers and elders aging in place than the average in the city of Eugene. SEN has a much lower percentage of those aged 18-24 than the city average.

Students: Southeast Neighborhood has a higher prevalence of elementary, middle, high school, and graduate students than the city of Eugene average (3% higher than the Eugene average). The highest percentage of its school-enrolled population attends college undergraduate degree programs. 28.4% of the neighborhood's population is a student (Eugene is 29% overall which includes the University neighborhood).

Bus commuters: A higher than average number of Southeast Neighborhood residents use the bus to commute to work (6%). A higher than average number of SEN residents carpool to work (11%), and a higher number than average use bikes to get to work (8%).

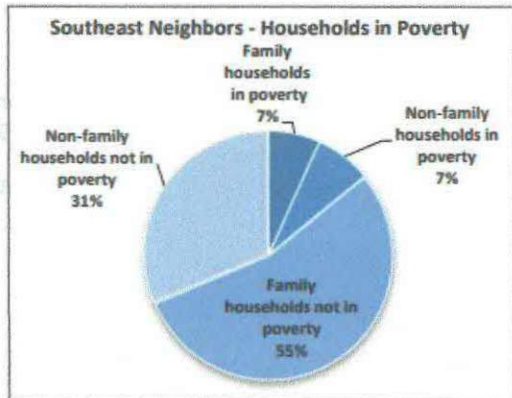
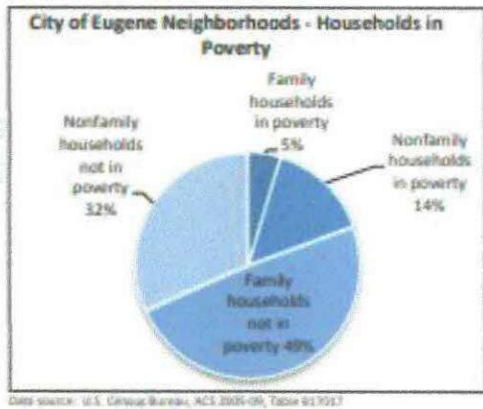
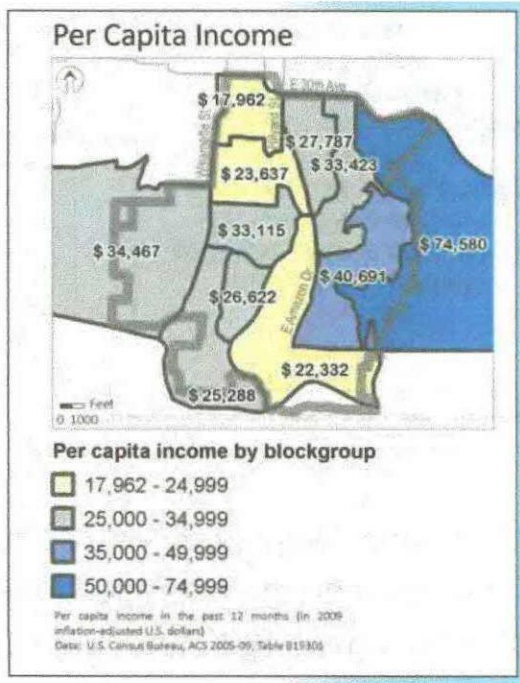
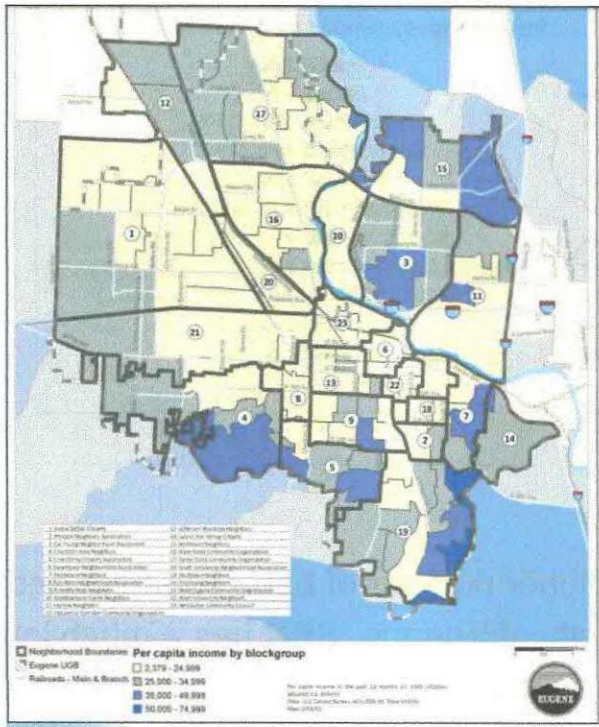
9. POPULATION

There are **173,801** people located in the City of Eugene Neighborhoods. This section of the neighborhood profile looks at the characteristics of the people living within these neighborhoods as a total related to race, ethnicity, age, gender, veteran status and education.

The Southeast Neighbors neighborhood is a vibrant neighborhood of **13,419** people located in southeast Eugene. This section of the neighborhood profile looks at the characteristics of the people living within the Southeast Neighbors neighborhood related to race, ethnicity, age, gender, veteran status and education.

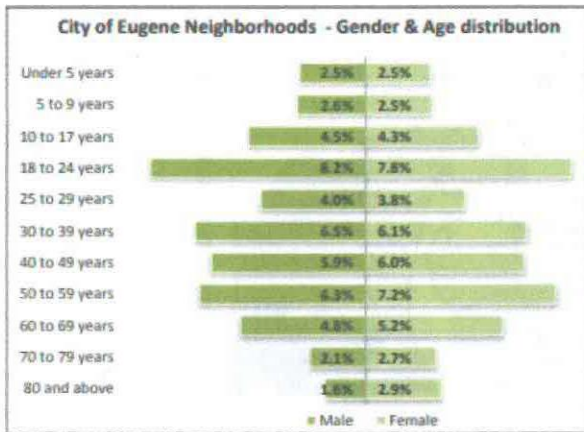
Summary: Southeast neighbors comprises 7.8% of the population of Eugene.

PER CAPITA INCOME and PERSONS IN POVERTY

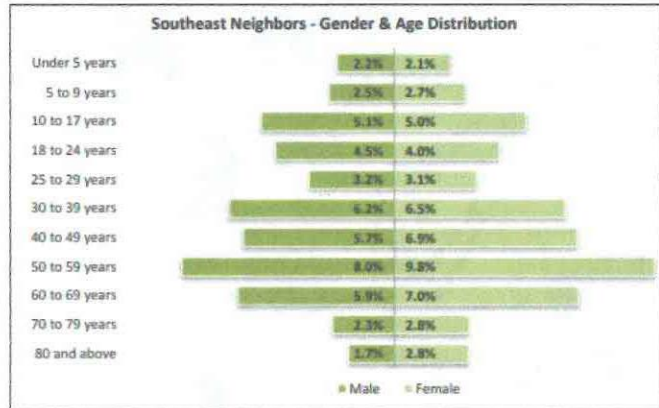


Summary: Southeast Neighbors per capita income is among the lowest in the city of Eugene along the Amazon Creek basin, with average and higher than average in the higher-elevation regions. Family households in poverty were 2% higher in SEN than the city average, while non-family poverty rates were lower than the city average.

GENDER AND AGE DISTRIBUTION



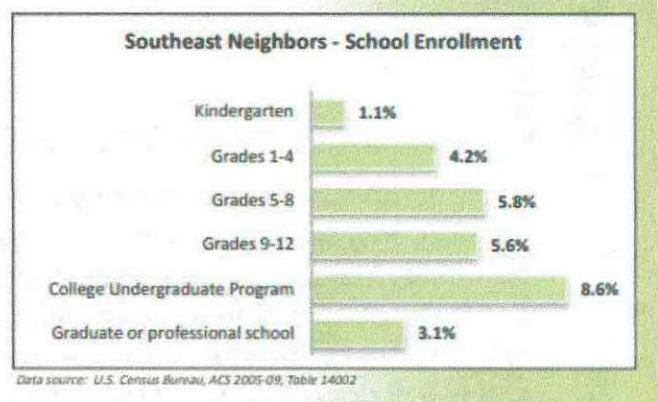
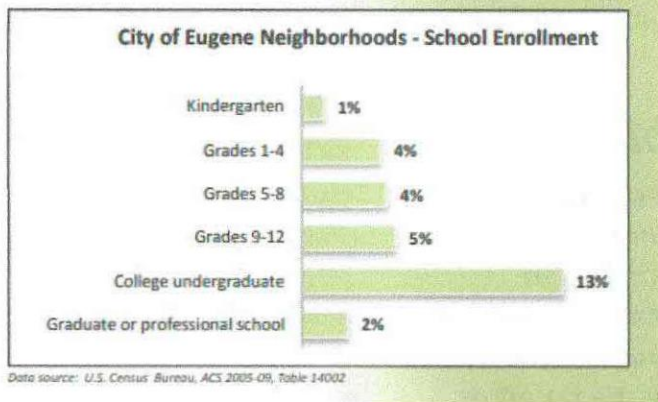
Data source: U.S. Census Bureau, Census 2010, Table P12



Data source: U.S. Census Bureau, Census 2010, Table P12

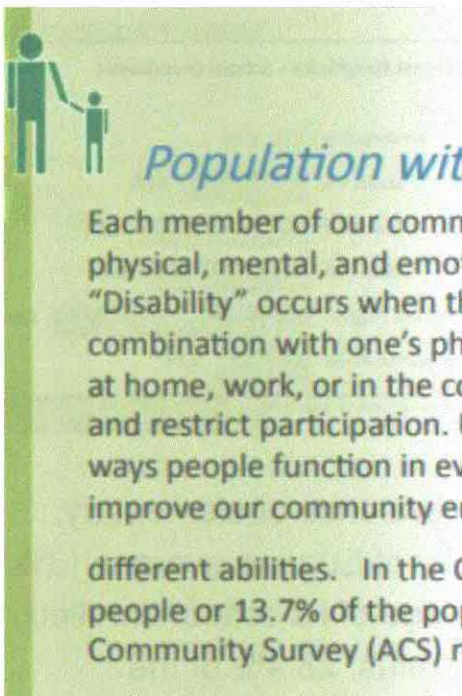
SUMMARY: Southeast Neighborhood has a higher number of baby boomers and elders aging in place than the average in the city of Eugene. SEN has a much lower percentage of those aged 18-24 than the city average.

SCHOOL ENROLLMENT



SUMMARY: Southeast Neighborhood has a higher prevalence of elementary, middle, high school, and graduate students than the city of Eugene average (3% higher than the Eugene average). The highest percentage of its school-enrolled population attends college undergraduate degree programs. 28.4% of the neighborhood's population is a student (Eugene 29% overall which includes the University neighborhood).

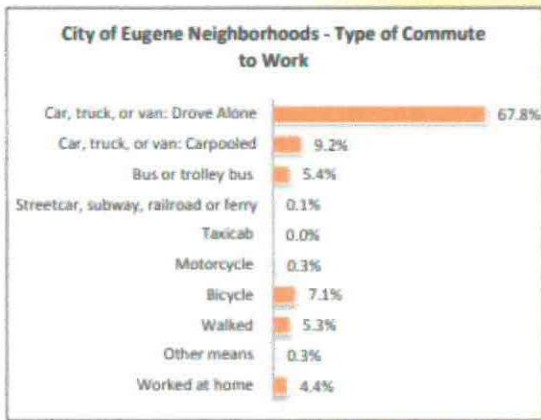
POPULATION WITH A DISABILITY



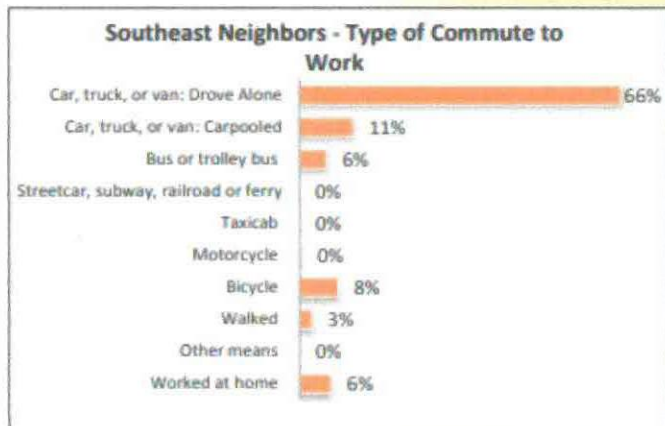
Each member of our community possesses unique physical, mental, and emotional characteristics. "Disability" occurs when these characteristics - in combination with one's physical and social environment at home, work, or in the community - limit one's activities and restrict participation. Understanding the different ways people function in everyday life activities helps us improve our community environments to accommodate different abilities. In the City of Eugene, **21,253** people or 13.7% of the population in the 2010 American Community Survey (ACS) reported having a disability.

A comparison for individuals living in the Southeast Neighborhood is unknown from the 2011 Neighborhood analysis. .

COMMUTE TO WORK



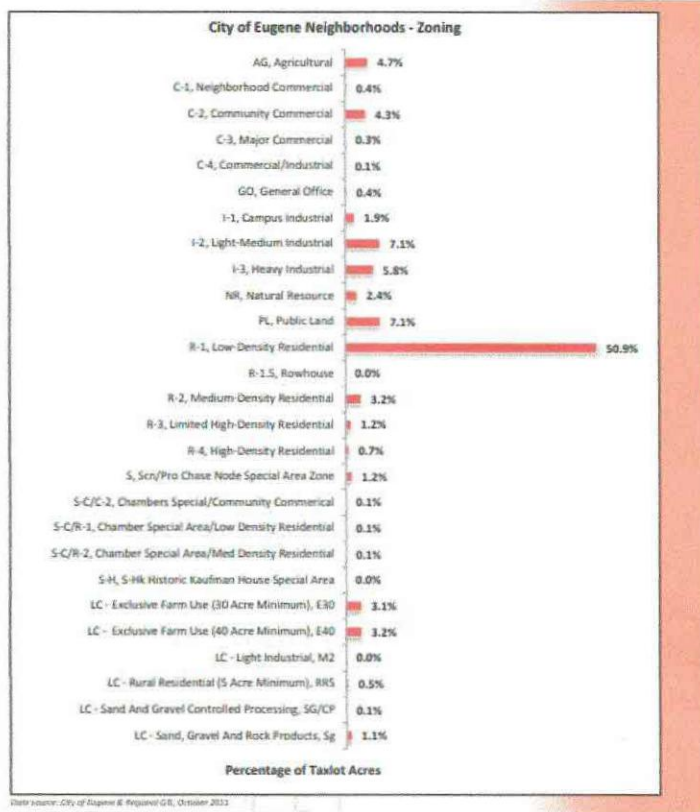
Data source: U.S. Census Bureau, ACS 2005-09, Table B08301



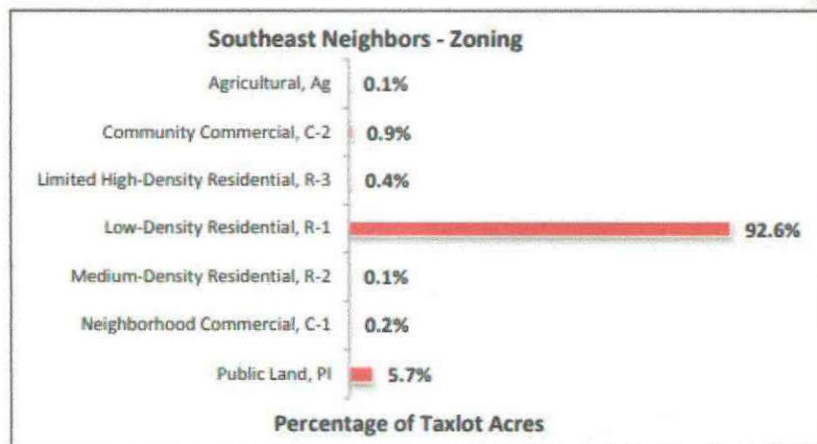
Data source: U.S. Census Bureau, ACS 2005-09, Table B08301

SUMMARY: A higher than average number of Southeast Neighborhood residents use the bus to commute to work (6%). A higher than average number of SEN residents carpooled to work (11%), and a higher number than average used bikes to get to work (8%).

ZONING



Data source: City of Eugene & Regional GIS, October 2022



Data source: City of Eugene & Regional GIS, October 2022

SUMMARY: Southeast Neighborhood is comprised of 92.6% R-1, compared with the 50.9% citywide average. **ANALYSIS:** Due to the very high percentage of R-1 zoning in SE, House Bill 2001 has the potential to create a much higher than average impact on the population density in the neighborhood than in other neighborhoods, which currently have a more balanced mix of commercial, medium density, industrial, and agricultural zoning.

Recipient: Lane Transit District Board of Directors, City Council of Eugene, Bev Clarno, Kristina Rice-Whitlow

Letter: Greetings,

The bus system in Eugene depends not just on the corridors that you have identified. Please consider that pockets of Eugene are being underrepresented by your board, including South Eugene, people of color, working families, children, the disabled, and the working poor.

SIGNATURES
2266 DIGITAL
x 36 paper

2302

Signatures

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Jess Roshak | Eugene, OR | 2019-10-21 |
| Ingrid Skoog | Eugene, OR | 2019-10-21 |
| Laura Berry | Eugene, OR | 2019-10-21 |
| Kadri Jacobsen | Eugene, OR | 2019-10-21 |
| Pam Fletcher | Eugene, OR | 2019-10-21 |
| Nancy Fletcher | Eugene, OR | 2019-10-21 |
| Deborah Libeskind | Eugene, OR | 2019-10-21 |
| Rachel Hopton | Eugene, OR | 2019-10-21 |
| Ingrid Hanson | Eugene, OR | 2019-10-21 |
| Isabel Scharn | Portland, OR | 2019-10-21 |
| Nick O'Quinn | Eugene, OR | 2019-10-21 |
| Roxanne Neumann | Eugene, OR | 2019-10-21 |
| Lynne Fabricant | Eugene, OR | 2019-10-21 |
| Carolyn Rust | Eugene, OR | 2019-10-21 |
| Claudia Miller | Eugene, OR | 2019-10-21 |
| Diane Haas | Eugene, OR | 2019-10-21 |
| Steven Falb | Eugene, OR | 2019-10-21 |
| Jerry Jacobson | Eugene, OR | 2019-10-21 |
| linda bumpas | Portland, OR | 2019-10-21 |
| Mark Lindberg | Eugene, OR | 2019-10-21 |

| Name | Location | Date |
|-------------------------|-----------------|-------------|
| Tara Jecklin | Eugene, OR | 2019-10-21 |
| Paul Jacobsen | Eugene, OR | 2019-10-22 |
| Mark Hewitt | Eugene, OR | 2019-10-22 |
| Dennis Hoerner | Eugene, OR | 2019-10-22 |
| Rachel Anderson | Eugene, ID | 2019-10-22 |
| Sharon Klein | Eugene, OR | 2019-10-22 |
| Heather Sterling-Minder | Eugene, OR | 2019-10-22 |
| Dawna Miller | Eugene, OR | 2019-10-22 |
| Bette Bauer | Eugene, OR | 2019-10-22 |
| Terri Berling | Eugene, OR | 2019-10-22 |
| Rebecca Eastwood | Eugene, OR | 2019-10-22 |
| Ingrid Wendt-Salisbury | Eugene, OR | 2019-10-22 |
| Cathy Calisch | Eugene, OR | 2019-10-22 |
| NORMAN LEWIS | Eugene, OR | 2019-10-22 |
| Virginia Donohue | Eugene, OR | 2019-10-22 |
| Karyl Moore | Eugene, OR | 2019-10-22 |
| MS Vitus | Eugene, OR | 2019-10-22 |
| Abigail Howard | Eugene, OR | 2019-10-22 |
| Susan Carkin | Eugene, OR | 2019-10-22 |
| Tracy Miller | Eugene, OR | 2019-10-22 |
| Lori Singels | Eugene, OR | 2019-10-22 |
| Debra Barber | Eugene, OR | 2019-10-22 |

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Cassie Voneps | Eugene, OR | 2019-10-22 |
| Christiane Barth | Eugene, OR | 2019-10-22 |
| Marti Gerdes | Eugene, OR | 2019-10-22 |
| Ania Zygmunt-Zak | Eugene, OR | 2019-10-22 |
| stephen anderson | Eugene, OR | 2019-10-22 |
| Alana Stadig | Eugene, OR | 2019-10-22 |
| John Ryan | Eugene, OR | 2019-10-22 |
| Sebastiane Powers | Eugene, OR | 2019-10-22 |
| Katharina Jones | Eugene, OR | 2019-10-22 |
| Paul Bierman | Eugene, OR | 2019-10-22 |
| Dharma Wease | Eugene, OR | 2019-10-22 |
| Sabrina Ray | Eugene, OR | 2019-10-22 |
| Sally Mims | Eugene, OR | 2019-10-22 |
| Russell Brink | Eugene, OR | 2019-10-22 |
| Lisa Scarola | Eugene, OR | 2019-10-22 |
| Jorge Doshi | Portland, NY | 2019-10-22 |
| Grayson Ray | Eugene, OR | 2019-10-22 |
| Ginny Alfriend | Eugene, OR | 2019-10-22 |
| David Lains | Eugene, OR | 2019-10-22 |
| Ron Holland | Eugene, OR | 2019-10-22 |
| Anna Hindley | Eugene, OR | 2019-10-22 |
| Sally Krueger | Eugene, OR | 2019-10-22 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Debbie Holland | Eugene, OR | 2019-10-22 |
| Maile Urbancic | Eugene, OR | 2019-10-22 |
| Shannon Wallin | Eugene, OR | 2019-10-22 |
| Jerad Anderson | Portland, OR | 2019-10-22 |
| Nash N Alex Allen | Eugene, OR | 2019-10-22 |
| Hayli Ballentine | Eugene, OR | 2019-10-22 |
| Vance Thompson | Eugene, OR | 2019-10-22 |
| Rachel Aronowitz | Eugene, OR | 2019-10-22 |
| Kathryn Snell-Ryan | Eugene, OR | 2019-10-23 |
| Allison McGuffie | Eugene, OR | 2019-10-23 |
| Samuel Davis | Swindon, UK | 2019-10-23 |
| Christy Williams | Eugene, OR | 2019-10-23 |
| Rebecca Stafford | Eugene, OR | 2019-10-23 |
| Myra Sperley | Eugene, OR | 2019-10-23 |
| Michelle Gleeson | Eugene, OR | 2019-10-23 |
| Beth Bauer | Eugene, OR | 2019-10-23 |
| marta cuboni | Eugene, OR | 2019-10-23 |
| Scott Roshak | Eugene, OR | 2019-10-23 |
| Sydney Magnus | Eugene, OR | 2019-10-23 |
| Graham Kribs | Eugene, OR | 2019-10-23 |
| Bonnie Glass | Eugene, OR | 2019-10-23 |
| Jonathon Campbell | Eugene, OR | 2019-10-23 |

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Amy Clifton | Eugene, OR | 2019-10-23 |
| Jacob Riddle | Eugene, OR | 2019-10-23 |
| Amelia Campos | Eugene, OR | 2019-10-23 |
| Teresa Myers | Eugene, OR | 2019-10-23 |
| Shelah Van Meer | Eugene, OR | 2019-10-23 |
| Shannon Hoeil | Eugene, OR | 2019-10-23 |
| Leilani Stokes | Eugene, OR | 2019-10-23 |
| Michelle Dreiling | Eugene, OR | 2019-10-23 |
| Brooke Lumbra | Eugene, OR | 2019-10-23 |
| Carmen Coleman | Portland, OR | 2019-10-23 |
| Sorrel Arends | Eugene, OR | 2019-10-23 |
| Samantha Windred | Eugene, OR | 2019-10-23 |
| Naomi Kramer | Eugene, OR | 2019-10-23 |
| Jay Snider | Eugene, OR | 2019-10-23 |
| Sarah Wright | Boise, ID | 2019-10-23 |
| John Davidson | Eugene, OR | 2019-10-23 |
| Lara Ravitch | Eugene, OR | 2019-10-23 |
| Sabra Marcroft | Eugene, OR | 2019-10-23 |
| Erika Westling | Eugene, OR | 2019-10-23 |
| Sara Roadman | Eugene, OR | 2019-10-23 |
| Chuck Ingram | Wilmington, DE | 2019-10-23 |
| Jayne Palmer | Eugene, OR | 2019-10-23 |

| Name | Location | Date |
|---------------------------|-----------------|-------------|
| Lesley Griffel | Eugene, OR | 2019-10-23 |
| Jennifer Otto | Eugene, OR | 2019-10-23 |
| Laura Waters | Eugene, OR | 2019-10-23 |
| Jessica Schuman | Eugene, OR | 2019-10-23 |
| Cherise Fox | Eugene, OR | 2019-10-23 |
| Patrick Neve | Eugene, OR | 2019-10-23 |
| Corey Swift | Eugene, OR | 2019-10-23 |
| Robyn Suzumrua | Irvine, CA | 2019-10-23 |
| Danielle Wade | Eugene, OR | 2019-10-23 |
| Rachael Friese | Portland, OR | 2019-10-23 |
| Ann Carney | Eugene, OR | 2019-10-23 |
| Daniel Wilson | Eugene, OR | 2019-10-23 |
| kate Walser | Eugene, OR | 2019-10-23 |
| Danaan O'Donnell-Davidson | Eugene, OR | 2019-10-23 |
| Amanda Bedortha | Eugene, OR | 2019-10-23 |
| Audrey Frank | Eugene, OR | 2019-10-23 |
| Sarah Winter | Eugene, OR | 2019-10-23 |
| Chuck Kalnbach | Eugene, OR | 2019-10-23 |
| ELIZABETH FROST | Eugene, OR | 2019-10-23 |
| Monica Maynard | Eugene, OR | 2019-10-23 |
| Sue Welch | Reading, PA | 2019-10-23 |
| Emmaline Wease | Eugene, OR | 2019-10-23 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Anuheia Chandler | Eugene, OR | 2019-10-23 |
| Erika Wolf | Eugene, OR | 2019-10-23 |
| Rebecca Stevenson | Springfield, OR | 2019-10-23 |
| shawn doge | Houston, US | 2019-10-23 |
| Ann Wright | Eugene, OR | 2019-10-23 |
| Diega Douglas | Eugene, OR | 2019-10-23 |
| Kanchan Deshpande | Eugene, OR | 2019-10-23 |
| Jessica Batterman | Eugene, OR | 2019-10-23 |
| Julia Green | Eugene, OR | 2019-10-24 |
| Joanne O'Hearn | Eugene, OR | 2019-10-24 |
| Maria Nemirovskaya | Eugene, OR | 2019-10-24 |
| Natasha London | Eugene, OR | 2019-10-24 |
| Carol Lambright | Eugene, OR | 2019-10-24 |
| Michelle Rivers | Springfield, OR | 2019-10-24 |
| Rebecca Byerley | Eugene, OR | 2019-10-24 |
| Casey Bush | Eugene, OR | 2019-10-24 |
| Tracy Welch | Eugene, OR | 2019-10-24 |
| Megan Ary | Springfield, OR | 2019-10-24 |
| Christine DeMoll | Eugene, OR | 2019-10-24 |
| Mary Kate Land | Eugene, OR | 2019-10-24 |
| Melanie Cliff | Eugene, OR | 2019-10-24 |
| Jenna Staymate | Eugene, OR | 2019-10-24 |

| Name | Location | Date |
|----------------------|-----------------|-------------|
| Melanie Germond | Eugene, OR | 2019-10-24 |
| Heather Hayward | Eugene, OR | 2019-10-24 |
| Douglas Skinner | Eugene, OR | 2019-10-24 |
| Shelby Dreiling | Eugene, OR | 2019-10-24 |
| Becky Bear | Eugene, OR | 2019-10-24 |
| Nicolette Swan | Eugene, OR | 2019-10-24 |
| Karen Mortensen | Eugene, OR | 2019-10-24 |
| Betsy Boyd | Eugene, OR | 2019-10-24 |
| Brandy Hurlbut | Eugene, OR | 2019-10-24 |
| Hollie Kelley | Springfield, OR | 2019-10-24 |
| Misti McNair | Eugene, OR | 2019-10-24 |
| Alyssa Baz | Eugene, OR | 2019-10-24 |
| Ashlie Andrus karker | Federal Way, WA | 2019-10-24 |
| Kristen Fox | Eugene, OR | 2019-10-24 |
| Dale Norris | Eugene, OR | 2019-10-24 |
| Sarah Sandberg | Eugene, OR | 2019-10-24 |
| Sky Coburn | Eugene, OR | 2019-10-24 |
| Jordan Zacharek | Eugene, OR | 2019-10-24 |
| Natanya Drummond | Eugene, OR | 2019-10-24 |
| Rebecca Lawrence | Eugene, OR | 2019-10-24 |
| April Lightcap | Eugene, OR | 2019-10-24 |
| Denise Howard | Eugene, OR | 2019-10-24 |

| Name | Location | Date |
|--------------------|---------------------|-------------|
| Steve Hejna | Eugene, OR | 2019-10-24 |
| Robert Graef | Eugene, OR | 2019-10-24 |
| Hannah Harrison | Eugene, OR | 2019-10-24 |
| Dylan Plumm | Russell Springs, US | 2019-10-24 |
| Mina Wegner | Eugene, OR | 2019-10-24 |
| Amy Cooper | Saint Johns, FL | 2019-10-24 |
| Sara Armstrong | Eugene, OR | 2019-10-24 |
| Dede Moreck | Eugene, OR | 2019-10-24 |
| Ashlynn McGraw | Eugene, OR | 2019-10-24 |
| Kizzy Reynolds | Eugene, OR | 2019-10-24 |
| Paxton S. | Broomfield, US | 2019-10-24 |
| Tyler Mickelson | Springfield, OR | 2019-10-24 |
| Michael Bustamante | Hayward, CA | 2019-10-24 |
| Autum Loverin | Springfield, OR | 2019-10-24 |
| Niels Pasternak | Eugene, OR | 2019-10-24 |
| Robin Chappeil | Eugene, OR | 2019-10-24 |
| katie cave | eugene, OR | 2019-10-24 |
| Sherrie McLeod | Kellogg, ID | 2019-10-24 |
| Latrice Rowland | Springfield, OR | 2019-10-24 |
| Aryn Bartley | Burbank, CA | 2019-10-24 |
| Sacia de Andrade | Eugene, OR | 2019-10-24 |
| Susanne Taylor | Eugene, OR | 2019-10-24 |

| Name | Location | Date |
|---------------------|------------------|-------------|
| Jen Osborn | Eugene, OR | 2019-10-25 |
| Stephannie Borreson | Portland, OR | 2019-10-25 |
| Toby Schaid | Eugene, OR | 2019-10-25 |
| Diana Wells | Eugene, OR | 2019-10-25 |
| Madihah Zawawi | Malaysia | 2019-10-25 |
| Daniel Feeley | Las Vegas, US | 2019-10-25 |
| Sean Stewart | Eugene, OR | 2019-10-25 |
| Alexandra Esqueda | Eugene, OR | 2019-10-25 |
| Brent Hefley | Eugene, OR | 2019-10-25 |
| shane harms | eugene, OR | 2019-10-25 |
| Lori Singels | Eugene, OR | 2019-10-25 |
| Raina Smith | Eugene, OR | 2019-10-26 |
| Patrick Bradt | Eugene, OR | 2019-10-26 |
| John Shields | Eugene, OR | 2019-10-26 |
| Sara Meyer | Eugene, OR | 2019-10-26 |
| Andrew Hadlock | Eugene, OR | 2019-10-26 |
| Miriam Rigby | Eugene, OR | 2019-10-26 |
| Liang Huang | Eugene, OR | 2019-10-26 |
| Erica Shofner | Eugene, OR | 2019-10-26 |
| Hillary Paffenroth | Rohnert Park, CA | 2019-10-26 |
| Ginger Topize | Eugene, OR | 2019-10-26 |
| YUCHUN LIN | Taipei, Taiwan | 2019-10-26 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Amanda Thompson | Eugene, OR | 2019-10-26 |
| Heather Borgaro | Eugene, OR | 2019-10-26 |
| Corey Abramson | Eugene, OR | 2019-10-26 |
| Priscilla Myco | Eugene, OR | 2019-10-26 |
| Tessa McCusker | Eugene, OR | 2019-10-26 |
| Shannon Kubas | Eugene, OR | 2019-10-26 |
| Natalie Wattles | Eugene, OR | 2019-10-26 |
| Tyler Adams | Cumberland, MD | 2019-10-26 |
| Zayah Taber | Portland, OR | 2019-10-26 |
| Isha Wilson | Eugene, OR | 2019-10-26 |
| Jennifer Ferro | Eugene, OR | 2019-10-26 |
| Carol Anderson | Eugene, OR | 2019-10-26 |
| Solstice Dunbar | Denver, OR | 2019-10-26 |
| Carole Barnes | Eugene, OR | 2019-10-27 |
| William Belansky | Eugene, OR | 2019-10-27 |
| Kevin Madden | Eugene, OR | 2019-10-27 |
| Jessica Ghiglieri | Eugene, OR | 2019-10-27 |
| Patricia Lucas | Eugene, OR | 2019-10-27 |
| Diana Oshea | Eugene, OR | 2019-10-27 |
| Rick OShea | Eugene, OR | 2019-10-27 |
| Eitan R | Bronx, US | 2019-10-29 |
| seth smasal | Baldwin City, US | 2019-10-29 |

| Name | Location | Date |
|--------------------|--------------|------------|
| Therese Lang | Eugene, OR | 2019-10-29 |
| Patricia McConnell | Eugene, OR | 2019-10-29 |
| Leland O'Driscoll | Eugene, OR | 2019-10-29 |
| John McConnell | Eugene, OR | 2019-10-29 |
| Jean Maier | Eugene, OR | 2019-10-30 |
| Caitlin O'Quinn | Eugene, OR | 2019-10-30 |
| Eva Sylwester | Eugene, OR | 2019-10-30 |
| Jeremiah Johnson | Eugene, OR | 2019-10-30 |
| Kemi Balogun | Eugene, OR | 2019-10-30 |
| Jeff Krueger | Eugene, OR | 2019-10-30 |
| Jeremiah Kerber | Eugene, OR | 2019-10-30 |
| Lynn Liontos | Eugene, OR | 2019-10-30 |
| Lindsay Kron | Eugene, OR | 2019-10-30 |
| Maggie O'Driscoll | Eugene, OR | 2019-10-30 |
| Kristin Gloystein | Eugene, OR | 2019-10-31 |
| Piper Lawrence | Amarillo, US | 2019-10-31 |
| Judith Shapiro | Eugene, OR | 2019-10-31 |
| Hervey Allen | Eugene, OR | 2019-10-31 |
| Steven Moore | Eugene, OR | 2019-10-31 |
| Alexander Saucedo | Eugene, OR | 2019-10-31 |
| Harinder Khalsa | Eugene, OR | 2019-10-31 |
| Steve Gibson | Eugene, OR | 2019-10-31 |

| Name | Location | Date |
|---------------------|-----------------|-------------|
| Jan Bohman | Eugene, OR | 2019-11-01 |
| katherine hostetter | Eugene, OR | 2019-11-01 |
| Rebecca Lowe | Eugene, OR | 2019-11-01 |
| Jeanette Tilghman | Eugene, OR | 2019-11-01 |
| Joyce Winslow | Eugene, OR | 2019-11-01 |
| Michele Civiello | Eugene, OR | 2019-11-01 |
| Michael Nease | Eugene, OR | 2019-11-01 |
| Heather Wilson | Eugene, OR | 2019-11-01 |
| Corrin Avchin | US | 2019-11-01 |
| David Hoffman | Eugene, OR | 2019-11-01 |
| Peter Janes | Portland, OR | 2019-11-01 |
| Stacy Pierce | Portland, OR | 2019-11-01 |
| Libby Bottero | Eugene, OR | 2019-11-01 |
| Terry Hillyer | Eugene, OR | 2019-11-01 |
| Brook Costello | Eugene, OR | 2019-11-01 |
| GABRIELLA AYRES | Eugene, OR | 2019-11-01 |
| Tinessa Johnsrud | Eugene, OR | 2019-11-01 |
| Sharif Stinson | Eugene, OR | 2019-11-01 |
| George Evano | Eugene, OR | 2019-11-01 |
| Stephen Altman | Eugene, OR | 2019-11-01 |
| C.W. Lupton | Eugene, OR | 2019-11-01 |
| Jim Bouse | Eugene, OR | 2019-11-01 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Beverly Goodrich | Eugene, OR | 2019-11-01 |
| Jessica Schmidt | Eugene, OR | 2019-11-02 |
| MaryJo Comins | Eugene, OR | 2019-11-02 |
| Andrea Rodríguez | Dallas, US | 2019-11-02 |
| Tia Holmes | Raleigh, US | 2019-11-02 |
| Abigail Hoffheimer | Henrico, US | 2019-11-02 |
| Sokhna Ndoye | Warwick, US | 2019-11-02 |
| Najih Mohamme | Wylie, US | 2019-11-02 |
| Jon Lowery | Eugene, OR | 2019-11-02 |
| Holly Aibone | Eugene, OR | 2019-11-02 |
| Karla Deloera | Norman, US | 2019-11-03 |
| Juan Rios | Houston, US | 2019-11-03 |
| Amy Dunn | Eugene, OR | 2019-11-03 |
| Gwyneth Iredale | Eugene, OR | 2019-11-03 |
| Jennifer Gordon | Eugene, OR | 2019-11-03 |
| Marilyn Bergman | Eugene, OR | 2019-11-03 |
| David Greee | Eugene, OR | 2019-11-03 |
| Carol Gigliotti | Eugene, OR | 2019-11-03 |
| Brian Johnson | Eugene, OR | 2019-11-03 |
| Malati Kesaree | Eugene, OR | 2019-11-03 |
| Joan Green | Eugene, OR | 2019-11-03 |
| Donna Butera | Portland, OR | 2019-11-03 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Kristin Winnor | Eugene, OR | 2019-11-03 |
| Carla Lehrer | Eugene, OR | 2019-11-03 |
| Janice Buehler | Billings, MT | 2019-11-03 |
| nigger nigger | Ghana, US | 2019-11-03 |
| Debi Newberry | Eugene, OR | 2019-11-03 |
| Melanie Peters | Eugene, OR | 2019-11-03 |
| Red Blue | Ashburn, US | 2019-11-04 |
| Julia Green | Eugene, OR | 2019-11-04 |
| Elizabeth Alter | Eugene, OR | 2019-11-04 |
| Debra Bogart | Eugene, OR | 2019-11-04 |
| Daniel Shore | Eugene, OR | 2019-11-04 |
| Robin Cochran | Eugene, OR | 2019-11-04 |
| Beckie Abbott | Eugene, OR | 2019-11-04 |
| Amy Smolek | Eugene, OR | 2019-11-04 |
| Grace Richards | Eugene, OR | 2019-11-04 |
| Hernando Convers | Eugene, OR | 2019-11-04 |
| Heather Henderson | Eugene, OR | 2019-11-04 |
| Allene Kaiser | Eugene, OR | 2019-11-04 |
| Mila Meldosian | Eugene, OR | 2019-11-04 |
| Rebecca Flynn | Eugene, OR | 2019-11-04 |
| Christa Dinwoodie | Fort Collins, CO | 2019-11-04 |
| Carolyn Jenkins | Eugene, OR | 2019-11-04 |

| Name | Location | Date |
|---------------------|---------------------|-------------|
| Nicole Smithweiland | Eugene, OR | 2019-11-04 |
| Jennifer meyer | Eugene, OR | 2019-11-04 |
| Penelope Thompson | US | 2019-11-04 |
| CHARLES HAM | Fort Collins, CO | 2019-11-04 |
| Richard McGuinness | Eugene, OR | 2019-11-04 |
| Marshall Wilde | Eugene, OR | 2019-11-04 |
| Scott MacWilliams | Eugene, OR | 2019-11-04 |
| Sandra Gorchow | Eugene, OR | 2019-11-04 |
| Anthony Viviano | Fort Myers, US | 2019-11-04 |
| Avery Kirby | Richmond, US | 2019-11-04 |
| Lucy Bambrey | Eugene, OR | 2019-11-04 |
| Stephanie Jennings | Eugene, OR | 2019-11-05 |
| Melissa Gomsrud | Springfield, OR | 2019-11-05 |
| Danna Cardenas | Staten Island, US | 2019-11-05 |
| Matthew Hernandez | Fort Lauderdale, US | 2019-11-05 |
| George Ann Olson | Phoenix, AZ | 2019-11-05 |
| Naomi Fadness | El paso, US | 2019-11-05 |
| Karen Edmonds | Eugene, OR | 2019-11-05 |
| Vi Truong | Eugene, OR | 2019-11-05 |
| Ruth Heller | Eugene, OR | 2019-11-05 |
| Savannah Timberlake | Murfreesboro, US | 2019-11-06 |
| Kassie Ioannou | Clemmons, US | 2019-11-06 |

| Name | Location | Date |
|----------------------------|-----------------|-------------|
| Aaron Hernandez | El paso, US | 2019-11-06 |
| Michelle Holdway | Eugene, OR | 2019-11-06 |
| Jann Gorrin | Eugene, OR | 2019-11-06 |
| Duncan Smith | Eugene, OR | 2019-11-06 |
| Jon Lowe | ROCKVILLE, US | 2019-11-06 |
| Jessica Murray | Eugene, OR | 2019-11-06 |
| Stephanie Dresie | Eugene, OR | 2019-11-06 |
| Paula Cortez | Eugene, OR | 2019-11-06 |
| Marquita Herald | Springfield, OR | 2019-11-06 |
| Jeanne Yohn | Eugene, OR | 2019-11-06 |
| diane devillers | eugene, OR | 2019-11-06 |
| Lynn Dean | Eugene, OR | 2019-11-06 |
| Tim Armstrong | Eugene, OR | 2019-11-07 |
| Johanna Magner | Eugene, OR | 2019-11-07 |
| Lana Byal | sequim, Peru | 2019-11-07 |
| Mia Raso | Medford, US | 2019-11-07 |
| Pris Marie | US | 2019-11-07 |
| Ylva Hernkund | Eugene, OR | 2019-11-07 |
| Zzander sksksksksksksksksk | Florence, US | 2019-11-07 |
| Charis Shin | Carrollton, US | 2019-11-07 |
| Dyan Campbell | Eugene, OR | 2019-11-07 |
| LeeAnn Hansen | Eugene, OR | 2019-11-07 |

| Name | Location | Date |
|----------------------------|------------------|-------------|
| Charles Tuerk | Eugene, OR | 2019-11-07 |
| Jon Farah | Eugene, OR | 2019-11-07 |
| Tracy Jeanty | Medford, OR | 2019-11-07 |
| Sonya Cobb | Portland, OR | 2019-11-07 |
| Barbara Madden | Eugene, OR | 2019-11-07 |
| Derith Madden | Dana Point, CA | 2019-11-07 |
| Christine Myles | Eugene, OR | 2019-11-07 |
| Kadence Anthony | Grand Island, US | 2019-11-07 |
| Caleb Wooten | US | 2019-11-07 |
| Gwynneth McLaughlin | Eugene, OR | 2019-11-07 |
| Keiley Williams | Portland, OR | 2019-11-07 |
| Sahalie Albone | Eugene, OR | 2019-11-08 |
| Bradley Haskell | Eugene, OR | 2019-11-08 |
| Tracy Bridges | Enville, US | 2019-11-08 |
| Madeline Temple | Eugene, OR | 2019-11-08 |
| Susan Truax | Eugene, OR | 2019-11-08 |
| Brittany Banna | Eugene, OR | 2019-11-08 |
| Eric Roberts | Eugene, OR | 2019-11-08 |
| Isabelle Bostelman-Rinaldi | Eugene, OR | 2019-11-08 |
| Christian Longworth | Eugene, OR | 2019-11-08 |
| Andtew Caudill | Lexington, US | 2019-11-08 |
| Eric Dobbins | Zanesville, US | 2019-11-08 |

| Name | Location | Date |
|--------------------|----------------------|-------------|
| Deb Casey | Eugene, OR | 2019-11-08 |
| John Witte | Eugene, OR | 2019-11-08 |
| Isabel Schiller | Eugene, OR | 2019-11-08 |
| Ashley Carey | Springfield, OR | 2019-11-08 |
| Stacy Armstrong | Eugene, OR | 2019-11-08 |
| Kelly Long | Gainesville, US | 2019-11-08 |
| Chandelle Esgate | Springfield, OR | 2019-11-08 |
| Jedediah Tunelli | Eugene, OR | 2019-11-08 |
| Rose Ahearn | Eugene, OR | 2019-11-08 |
| Ingrid Brandt | Eugene, OR | 2019-11-08 |
| Chelsea Cherry | Eugene, OR | 2019-11-08 |
| Stephanie Tunelli | Eugene, OR | 2019-11-08 |
| Ana Mcabee | Eugene, OR | 2019-11-08 |
| Guillermo Perales | Portland, OR | 2019-11-08 |
| Gail Karuna Vetter | Eugene, OR | 2019-11-08 |
| sue dockstader | Grants Pass, OR | 2019-11-08 |
| Laura Golden | Eugene, OR | 2019-11-08 |
| Hilaree MacPherson | Springfield, OR | 2019-11-08 |
| Philip Hanft | Eugene, OR | 2019-11-08 |
| Michael Doyle | Worcester, US | 2019-11-08 |
| Jared Stout | West Valley City, US | 2019-11-08 |
| Allison Ford | Eugene, OR | 2019-11-09 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Haisu Huang | 大连, China | 2019-11-09 |
| STEPHEN JOHNSTON | Eugene, OR | 2019-11-09 |
| Sage Kretschmann | Eugene, OR | 2019-11-09 |
| Laura Riley | Springfield, OR | 2019-11-09 |
| Chad Kretschmann | Eugene, OR | 2019-11-09 |
| Blade Smiddy | Cincinnati, US | 2019-11-09 |
| Brad Ferguson | Eugene, OR | 2019-11-09 |
| Cilka Daniels | Portland, OR | 2019-11-09 |
| Tabitha Dolan | Eugene, OR | 2019-11-09 |
| Kendra Essman | Eugene, OR | 2019-11-09 |
| Ashley Roberts | Cincinnati, US | 2019-11-09 |
| Caryn Herman | US | 2019-11-09 |
| Stephanie Mccarty | Grand Rapids, MI | 2019-11-09 |
| Mitchell Widener | Eugene, OR | 2019-11-09 |
| Laura Capobianco | Binghamton, US | 2019-11-09 |
| Stephen Temple | Springfield, OR | 2019-11-10 |
| Natosha Cogburn | Eugene, OR | 2019-11-10 |
| Luke Dasonville | Grants Pass, OR | 2019-11-10 |
| Lertis Chapman | Eugene, OR | 2019-11-10 |
| Kelly Rauscher | Portland, OR | 2019-11-10 |
| William Rauscher | Portland, OR | 2019-11-10 |
| Cody Stephens | Eugene, OR | 2019-11-11 |

| Name | Location | Date |
|-----------------------|-----------------|-------------|
| Sasha Scharadin | Eugene, OR | 2019-11-11 |
| Nichole Burian | Eugene, OR | 2019-11-11 |
| Shelly Turner | Eugene, OR | 2019-11-11 |
| James Lewis | Noti, OR | 2019-11-11 |
| Susan Stewart | Eugene, OR | 2019-11-11 |
| Matt Stewart | Eugene, OR | 2019-11-11 |
| Leigh H | Eugene, OR | 2019-11-11 |
| Tracy Bartlett | Joshua Tree, CA | 2019-11-11 |
| Casey Ridge | Eugene, OR | 2019-11-11 |
| Laura Brees | Avon, CT | 2019-11-11 |
| Alex Darwin | Eugene, OR | 2019-11-11 |
| Leveretta Chen | Eugene, WA | 2019-11-11 |
| Maya Stewart | Eugene, OR | 2019-11-11 |
| Shad Stafford | Eugene, OR | 2019-11-11 |
| Lauren Bailey | Eugene, OR | 2019-11-11 |
| Siri Alexander | Eugene, OR | 2019-11-11 |
| Genevieve Kirkpatrick | Eugene, OR | 2019-11-11 |
| karen covino | Eugene, OR | 2019-11-12 |
| Nathan Johansson | US | 2019-11-12 |
| Charles Delana | Las Cruces, US | 2019-11-12 |
| kaitlyn jones | Queen Creek, US | 2019-11-12 |
| Christine Mitchell | Eugene, OR | 2019-11-12 |

| Name | Location | Date |
|---|-----------------|------------|
| Sarah Kerr-Daly | Eugene, OR | 2019-11-12 |
| Maura Scanlon | Eugene, OR | 2019-11-12 |
| Kelly Caine | Lakeland, US | 2019-11-12 |
| Isabelle Tennant | Springfield, OR | 2019-11-12 |
| Ken Paul | Eugene, OR | 2019-11-12 |
| Jackie Anderson | Eugene, OR | 2019-11-12 |
| Vicki Jefferson | Eugene, OR | 2019-11-12 |
| carla crow | Eugene, OR | 2019-11-12 |
| Gabrielle Raviolo | Eugene, OR | 2019-11-12 |
| Carson States | Eugene, OR | 2019-11-12 |
| Katie Rose | Portland, OR | 2019-11-13 |
| Joel McClure | Tacoma, WA | 2019-11-13 |
| Roberta Pupilli | Eugene, OR | 2019-11-13 |
| Katrina Honigs | Eugene, OR | 2019-11-13 |
| Michael Moewe | Eugene, OR | 2019-11-13 |
| Laura Betty 3910 Donald ST. Eugene 97405 | Grants Pass, OR | 2019-11-13 |
| Ted Lay | Eugene, OR | 2019-11-13 |
| Ria Arbogast | Eugene, OR | 2019-11-13 |
| siochain oconnor | eugene, OR | 2019-11-13 |
| Michelle McLeod | Eugene, OR | 2019-11-13 |
| Kathleen Rutecki | Eugene, OR | 2019-11-13 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Sharry Lachman | Eugene, OR | 2019-11-13 |
| Sarah Snyder | Eugene, OR | 2019-11-13 |
| Annie O'Shea | Eugene, OR | 2019-11-13 |
| Nicholas Klenk | Eugene, OR | 2019-11-13 |
| Ignacio Michelena | Rochester, US | 2019-11-13 |
| vanessa guzman | Perris, US | 2019-11-13 |
| Destiny Brown | FORT COLLINS, CO | 2019-11-13 |
| Samantha Schwandt | Knoxville, US | 2019-11-13 |
| Aysenur Kaymaz | Cleveland, US | 2019-11-13 |
| Stephanie Hayes | Eugene, OR | 2019-11-13 |
| Karine Patel | Oak Grove, US | 2019-11-13 |
| Don Pate | Eugene, OR | 2019-11-13 |
| Patrick Hayes | Pensacola, FL | 2019-11-13 |
| Judith Raiskin | Eugene, OR | 2019-11-13 |
| Valerie Blood | Eugene, OR | 2019-11-13 |
| Peter Dragovich | Eugene, OR | 2019-11-13 |
| Paul Daly | Eugene, OR | 2019-11-13 |
| Judy Kappeler | Eugene, OR | 2019-11-13 |
| Donna O'Neil | Eugene, OR | 2019-11-13 |
| John Carlson | Miami, US | 2019-11-13 |
| Pamela Dogue | Gaithersburg, US | 2019-11-13 |
| Jennifer Sparks | Eugene, OR | 2019-11-13 |

| Name | Location | Date |
|------------------|--------------------|-------------|
| Cheryl Lorenz | Eugene, OR | 2019-11-13 |
| Jacob Estep | Cincinnati, US | 2019-11-13 |
| Christy Miller | Cowley, WY | 2019-11-13 |
| Keith Broderson | Cypress, US | 2019-11-13 |
| Raina Smith | Eugene, OR | 2019-11-13 |
| Andrea Stapleton | Eugene, US | 2019-11-13 |
| Russell Melia | Eugene, OR | 2019-11-13 |
| Dan Sanz | Eugene, OR | 2019-11-13 |
| Pam DeLaittre | Cottage Grove, OR | 2019-11-13 |
| Marilyn Magnus | Eugene, OR | 2019-11-13 |
| Dylan Winston | Holly Springs, US | 2019-11-13 |
| Dwight Smith | Virginia Beach, US | 2019-11-13 |
| Kendrick Gilkey | Seattle, WA | 2019-11-13 |
| Jacob Barnes | Wake Forest, US | 2019-11-13 |
| Adam Kaluba | Cincinnati, US | 2019-11-13 |
| natalie shoppa | Muscataine, US | 2019-11-13 |
| Lindsey Johnson | Eugene, OR | 2019-11-13 |
| Gayle Truax | Eugene, OR | 2019-11-13 |
| Suzi O'Rourke | Springfield, OR | 2019-11-13 |
| Angela Egremont | Eugene, OR | 2019-11-13 |
| Austin Oifer | Avella, US | 2019-11-13 |
| Tiernan Dunsmuir | Kingston, US | 2019-11-13 |

| Name | Location | Date |
|-----------------------|----------------------|-------------|
| Jan Eliot | Eugene, OR | 2019-11-13 |
| Mike Dart | Eugene, OR | 2019-11-13 |
| Patrick Johnson | Eugene, OR | 2019-11-13 |
| Wayne Kingsbury | Eugene, OR | 2019-11-13 |
| Aisha Brundan | Eugene, OR | 2019-11-13 |
| Michelle Benoit | Eugene, OR | 2019-11-13 |
| Mix H****r | Connersville, US | 2019-11-13 |
| Siddhe Patel | Storrs Mansfield, US | 2019-11-13 |
| Rose Benoit | Baytown, US | 2019-11-13 |
| Denise Helfer | Phoenix, US | 2019-11-13 |
| Dan Rotundo | Cleveland, OH | 2019-11-13 |
| Jackson Lewis | US | 2019-11-13 |
| kenzie vestal | Dailas, US | 2019-11-13 |
| Fortnite is fun Olson | Park Ridge, US | 2019-11-13 |
| Kaitlin O'Donnell | Brooklyn, US | 2019-11-13 |
| Shantel Moses | Anaconda, US | 2019-11-13 |
| Patrick Smith | Eugene, OR | 2019-11-14 |
| Cindy Danforth | Eugene, OR | 2019-11-14 |
| Martha Skiff | Eugene, OR | 2019-11-14 |
| Shane Thuillez | Wichita, US | 2019-11-14 |
| Myron Jeffrey | Baton Rouge, US | 2019-11-14 |
| mary auman | Bennett, US | 2019-11-14 |

| Name | Location | Date |
|-----------------------|--------------------|-------------|
| Brian Lupton | Eugene, OR | 2019-11-14 |
| Lauren Eilers | Eugene, OR | 2019-11-14 |
| Cathy Irvine | Springfield, OR | 2019-11-14 |
| eryn hansen | Brookings, OR | 2019-11-14 |
| Matthew Osborn-Grosso | Eugene, OR | 2019-11-14 |
| Kate Iles | Eugene, OR | 2019-11-14 |
| Amy Carlock | Cannon Beach, OR | 2019-11-14 |
| James Yankee | Cadillac, US | 2019-11-14 |
| Richard Patterson | US | 2019-11-14 |
| Ericka Thessen | Eugene, OR | 2019-11-14 |
| Rebecca Lee | Winter Springs, US | 2019-11-14 |
| Ben Dapkus | San Carlos, US | 2019-11-14 |
| Pete James | Granbury, US | 2019-11-14 |
| Lane Taliaferro | Flower Mound, US | 2019-11-14 |
| Matthew Geronimo | Pearblossom, US | 2019-11-14 |
| Sabrina Wells | Arkansas City, US | 2019-11-14 |
| Jurijs Grigorjevs | Rockford, US | 2019-11-14 |
| valerie guignet | Merritt Island, US | 2019-11-14 |
| aaron Flores | Montebello, US | 2019-11-14 |
| Amanda Ervin | Eugene, OR | 2019-11-14 |
| Dahna Solar | Eugene, OR | 2019-11-14 |
| Lille Stanford | Eugene, US | 2019-11-15 |

| Name | Location | Date |
|--------------------------------|----------------------|-------------|
| Mary McCoy | Eugene, OR | 2019-11-15 |
| Fatima Toure | Brooklyn, NY, US | 2019-11-15 |
| Logan Joyner | Panama City, US | 2019-11-15 |
| Mathew Serrano | Canyon Country, US | 2019-11-15 |
| Hannington S | New York, US | 2019-11-15 |
| Alexis Cummings | Midland, US | 2019-11-15 |
| Michael Cummings | Manassas, US | 2019-11-15 |
| Adrianna Dirubbo | Wappingers Falls, US | 2019-11-15 |
| Juan Vazquez | Riverview, US | 2019-11-15 |
| Tammie Albert | Eugene, US | 2019-11-15 |
| Christopher Kelly | Eugene, OR | 2019-11-15 |
| Evelyn Rosas | Eugene, OR | 2019-11-15 |
| Melany Cupa | Los Angeles, US | 2019-11-15 |
| John Billings | Green Ridge, US | 2019-11-15 |
| Selina Oran | Knoxville, US | 2019-11-15 |
| (anonymous animator) save them | Reston, US | 2019-11-15 |
| sara cosper | Temple, US | 2019-11-15 |
| Abigail McCoy | Victoria, US | 2019-11-15 |
| Cheyenne Griffin | Las Vegas, NV | 2019-11-15 |
| Xitlali Torres | Eugene, OR | 2019-11-15 |
| Alicia Newton-Hamill | Eugene, OR | 2019-11-16 |

| Name | Location | Date |
|------------------------|-----------------|-------------|
| Miyana Coe | US | 2019-11-16 |
| Julio Rojas | Raleigh, US | 2019-11-16 |
| Noemi Garcia Jover | Apopka, US | 2019-11-16 |
| Roxanne Caredio | Eugene, OR | 2019-11-16 |
| Leslie Burciaga | San Leandro, US | 2019-11-16 |
| Judith Schoap | Eugene, OR | 2019-11-16 |
| Joe McCully | Eugene, OR | 2019-11-17 |
| Automne Glasow | Eugene, OR | 2019-11-17 |
| Kara CHRISTIANSEN | Portland, OR | 2019-11-17 |
| Amy Buettner | Eugene, OR | 2019-11-17 |
| Sarah Peters | Eugene, OR | 2019-11-18 |
| Heidi Holzgrafe | Cloverdale, OR | 2019-11-18 |
| Sarah Vostal | Portland, OR | 2019-11-18 |
| Eric Willock | Damascus, OR | 2019-11-18 |
| Beverly Bachmayer | Toledo,, OR | 2019-11-18 |
| Kimberly VanSickle | Bend, OR | 2019-11-18 |
| Lisa Kochevar | Eugene, OR | 2019-11-18 |
| Ms Rhonda Smith | Portland, US | 2019-11-19 |
| Allegra Autumn Rainbow | Portland, OR | 2019-11-19 |
| Joanne Walz | Woodburn, OR | 2019-11-19 |
| Mike Bradford | Portland, OR | 2019-11-19 |
| Kenny Mason | Eugene, OR | 2019-11-19 |

| Name | Location | Date |
|--------------------|------------------|-------------|
| Tamara Mason | Eugene, OR | 2019-11-19 |
| Theresa Lide | Nowhereville, US | 2019-11-19 |
| Mark Krusenstjerna | Eugene, OR | 2019-11-20 |
| mike palandri | Eugene, OR | 2019-11-20 |
| yatxarie gomez | West Covina, US | 2019-11-20 |
| Kaylynne Marquez | Eugene, OR | 2019-11-20 |
| Maryellen Danehy | Eugene, OR | 2019-11-21 |
| Ethan Kegley | Eugene, OR | 2019-11-22 |
| John Murray | Eugene, OR | 2019-11-22 |
| John Lepinski | Eugene, OR | 2019-11-24 |
| Ash Skinner | Eugene, OR | 2019-11-24 |
| Dennis Hebert | Eugene, OR | 2019-11-25 |
| Helen Towle | Eugene, OR | 2019-11-25 |
| Merrill Watrous | Eugene, OR | 2019-11-26 |
| Marilyn Nelson | Eugene, OR | 2019-11-27 |
| Martha White | Eugene, OR | 2019-12-01 |
| Jordyn Holland | Eugene, OR | 2019-12-01 |
| Ethan Mui | New York, US | 2019-12-10 |
| Shawn Tilbury | Backus, MN | 2019-12-11 |
| Ken Blanchard | Eugene, OR | 2019-12-25 |
| Kylie McGill | Eugene, OR | 2019-12-30 |
| April Howell | Sacramento, US | 2020-01-05 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Jennifer Fox | Chico, US | 2020-01-05 |
| Angela Hansen | Eugene, OR | 2020-01-06 |
| Bruce Robertson | Eugene, OR | 2020-01-07 |
| Greg Bolt | Eugene, OR | 2020-01-07 |
| Doreen Shoemaker | Eugene, OR | 2020-01-07 |
| L MacLean | Eugene, OR | 2020-01-07 |
| kimberly murphy | Eugene, OR | 2020-01-07 |
| Angela Lambert | Eugene, OR | 2020-01-07 |
| Laurie Gold | Eugene, OR | 2020-01-07 |
| Noah Kerr | Eugene, OR | 2020-01-08 |
| martina salisbury | brooklyn, NY | 2020-01-09 |
| Camilla Spielman | Santa Monica, US | 2020-01-10 |
| Melaniek Ruiz | Carolina, US | 2020-01-10 |
| Cassandra Swoboda | Tacoma, US | 2020-01-10 |
| Taylor Samsel | Austin, US | 2020-01-10 |
| Tom Titus | Eugene, OR | 2020-01-10 |
| Kami Ammons | San Antonio, US | 2020-01-10 |
| Maureen Jones | Lorane, OR | 2020-01-10 |
| Chris Scofield | Eugene, OR | 2020-01-10 |
| Laura Heisler | Eugene, OR | 2020-01-10 |
| Cina Kraft | Eugene, OR | 2020-01-10 |
| Laura Lehew | Eugene, OR | 2020-01-10 |

| Name | Location | Date |
|-----------------|------------------|-------------|
| Kathleen Gray | Eugene, OR | 2020-01-10 |
| nicole taylor | Eugene, OR | 2020-01-10 |
| Susan Smith | Eugene, OR | 2020-01-10 |
| Lisa Shea | Eugene, OR | 2020-01-10 |
| Alison McNair | Eugene, OR | 2020-01-10 |
| Barbara C. Pope | Eugene, OR | 2020-01-10 |
| Matthew Russell | Creswell, OR | 2020-01-10 |
| Susan Glassow | Blue River, OR | 2020-01-10 |
| Don Hildenbrand | Eugene, OR | 2020-01-10 |
| Judith Eisen | Eugene, OR | 2020-01-10 |
| Meridith Kidder | Eugene, OR | 2020-01-10 |
| Aggie Picard | Eugene, OR | 2020-01-10 |
| Jeffrey Warner | Creswell, Or, OR | 2020-01-10 |
| Cam Shelton | Eugene, OR | 2020-01-10 |
| Doug Black | Eugene, OR | 2020-01-10 |
| Jon Beer | Eugene, OR | 2020-01-10 |
| Alice Strong | Eugene, OR | 2020-01-10 |
| Katie Mason | Eugene, OR | 2020-01-10 |
| Amalia Gladhart | Eugene, OR | 2020-01-10 |
| Frank Rossini | Eugene, OR | 2020-01-10 |
| Louise Shimmel | Eugene, OR | 2020-01-10 |
| Julie Weismann | Springfield, OR | 2020-01-10 |

| Name | Location | Date |
|--------------------------|------------------|-------------|
| Denni Galloway | Eugene, OR | 2020-01-10 |
| Casey Sauter | Eugene, OR | 2020-01-10 |
| catherine calbreath | Springfield, OR | 2020-01-10 |
| Winona Anderson anderson | Blue River, OR | 2020-01-10 |
| Stephanie Humphress | Eugene, OR | 2020-01-10 |
| Julie Gray | Eugene, UK | 2020-01-10 |
| Steve Whaley | Eugene, OR | 2020-01-10 |
| Karin Richards | Eugene, OR | 2020-01-10 |
| Diana Manders | Eugene, OR | 2020-01-10 |
| Janice Bocci | Eugene, OR | 2020-01-10 |
| Anita Sullivan | Eugene, OR | 2020-01-10 |
| Pamela Fitzpatrick | Eugene, OR | 2020-01-10 |
| Judith Geraci | Jacksonville, FL | 2020-01-10 |
| Anne Gordon | Eugene, OR | 2020-01-10 |
| Jim Maloney | Eugene, OR | 2020-01-10 |
| Elizabeth Snow | Eugene, OR | 2020-01-10 |
| Pamela Whyte | Eugene, OR | 2020-01-10 |
| Eli Cytrynbaum | US | 2020-01-10 |
| Elizabeth Downs | Eugene, OR | 2020-01-10 |
| Sean Hayes | Eugene, OR | 2020-01-10 |
| Patty Driscoll | Eugene, OR | 2020-01-10 |
| Denis Shelton | Eugene, OR | 2020-01-10 |

| Name | Location | Date |
|-------------------|-----------------|-------------|
| William Robbins | Eugene, OR | 2020-01-10 |
| Larissa Heying | Eugene, OR | 2020-01-10 |
| Linda Brewer | Eugene, OR | 2020-01-10 |
| Julie Barrett | Eugene, OR | 2020-01-10 |
| Joseph Fuller | Eugene, OR | 2020-01-10 |
| Rachel Wolfe | Eugene, OR | 2020-01-10 |
| Jean Clancey | Eugene, OR | 2020-01-10 |
| Daniel Pope | Eugene, OR | 2020-01-10 |
| Katie Lin | Moorestown, US | 2020-01-10 |
| Julie Collins | Eugene, OR | 2020-01-10 |
| Alejandro Rivera | Miami, US | 2020-01-10 |
| Chris Larry | Vinton, US | 2020-01-10 |
| Sitka Spruce | Oakland, CA | 2020-01-10 |
| Stephanie Pope | Brooklyn, NY | 2020-01-10 |
| Jessica Garrigues | Portland, OR | 2020-01-10 |
| Kay Westerfield | Eugene, OR | 2020-01-10 |
| Evelyn Hess | Eugene, OR | 2020-01-10 |
| Bev Hollander | Eugene, OR | 2020-01-10 |
| Steven Hecker | Eugene, OR | 2020-01-10 |
| Monte Westerfield | Eugene, OR | 2020-01-10 |
| Paul Dye | Eugene, OR | 2020-01-10 |
| Josh Glines | Eugene, OR | 2020-01-10 |

| Name | Location | Date |
|------------------------|---------------|------------|
| Linda Dye | Eugene, OR | 2020-01-10 |
| Julie Smith Chown | Eugene, OR | 2020-01-10 |
| Katrine Sundling | Portland, US | 2020-01-10 |
| Patricia Rounds | Eugene, OR | 2020-01-11 |
| Sue Mandrapa | Eugene, OR | 2020-01-11 |
| David Hedges | West Linn, OR | 2020-01-11 |
| Patricia CrozierDrabek | Eugene, OR | 2020-01-11 |
| Carolyn Knox | Eugene, OR | 2020-01-11 |
| Cory Sekora | Eugene, OR | 2020-01-11 |
| Doris Reynolds | Eugene, OR | 2020-01-11 |
| Markus Kirkpatrick | Seattle, WA | 2020-01-11 |
| wayne anderson | Eugene, OR | 2020-01-11 |
| Kevin Prociw | CRESWELL, OR | 2020-01-11 |
| Michael Richardson | Eugene, OR | 2020-01-11 |
| Laisa Harris | Eugene, OR | 2020-01-11 |
| Betty Hemmingsen | Eugene, OR | 2020-01-11 |
| Sonja Moseley | Eugene, OR | 2020-01-11 |
| Diana Learner | Eugene, OR | 2020-01-11 |
| Alison Wagner | Oregon | 2020-01-11 |
| Allan Newberry | Eugene, OR | 2020-01-11 |
| Trista Guerra | Eugene, OR | 2020-01-11 |
| Angela Towle | Eugene, OR | 2020-01-11 |

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Todd Marston | Brooklyn, CT | 2020-01-11 |
| Jamie Myers | Eugene, OR | 2020-01-11 |
| Emily Poole | Eugene, OR | 2020-01-11 |
| Bonnie Palmer | Springfield, OR | 2020-01-11 |
| AMY AUSTIN | Eugene, OR | 2020-01-11 |
| Shoshana Kerewsky | Eugene, OR | 2020-01-11 |
| Jim Janke | Eugene, US | 2020-01-11 |
| Craig Morris | Eugene, OR | 2020-01-11 |
| Rich Petrisko | Plainfield, NJ | 2020-01-11 |
| Jennifer Miller | Springfield, OR | 2020-01-11 |
| Linda Honn | Eugene, OR | 2020-01-12 |
| Lynn McCabe | Eugene, OR | 2020-01-12 |
| Tanya McNeill | Eugene, OR | 2020-01-12 |
| Carrie King | Eugene, OR | 2020-01-12 |
| Deborah Rocha | Eugene, OR | 2020-01-12 |
| Kaya Singer | Portland, OR | 2020-01-12 |
| Carol Mccarthy | Eugene, OR | 2020-01-12 |
| Megan Steinhauer | Eugene, OR | 2020-01-12 |
| Katie Kizer | Eugene, OR | 2020-01-12 |
| Linda Torkelson | Eugene, OR | 2020-01-12 |
| Deanna Stephenson | Anaheim, CA | 2020-01-12 |
| Beth Casper | Salem, OR | 2020-01-12 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Esther Streisfeld | Eugene, OR | 2020-01-12 |
| Sarah Finney | Eugene, OR | 2020-01-12 |
| Kate Kevern | Eugene, OR | 2020-01-12 |
| Jennifer Adams | Eugene, OR | 2020-01-12 |
| Patricia Fischer | Eugene, OR | 2020-01-12 |
| Helana Kadyszewski | Eugene, OR | 2020-01-12 |
| Susan Pryce | Eugene, OR | 2020-01-12 |
| Denise Fjordbeck | Eugene, OR | 2020-01-12 |
| Melissa Belnap | Eugene, OR | 2020-01-12 |
| Tanya Bunson | Eugene, OR | 2020-01-12 |
| Winnie Kerner | Eugene, OR | 2020-01-12 |
| Alicia Longoria | Eugene, OR | 2020-01-12 |
| Heather McBride | Eugene, OR | 2020-01-12 |
| John Altshuler | Eugene, OR | 2020-01-12 |
| Julie Polhemus | Eugene, OR | 2020-01-12 |
| Char Heitman | Eugene, OR | 2020-01-12 |
| Blake Hutchins | Eugene, OR | 2020-01-12 |
| Fiona McAuliffe | Eugene, OR | 2020-01-12 |
| Haley Wormsley | Eugene, OR | 2020-01-12 |
| Brenda Riesen | Endicott, NY | 2020-01-12 |
| Kathryn Forrest | Eugene, OR | 2020-01-12 |
| Gregory Walker | Eugene, OR | 2020-01-12 |

| Name | Location | Date |
|-------------------|-------------------|-------------|
| GLORIA DUBER | Eugene, OR | 2020-01-12 |
| Alejandro Garduño | Monterrey, Mexico | 2020-01-12 |
| Marsha Lambrou | Eugene, OR | 2020-01-12 |
| Joel Deese | Eugene, OR | 2020-01-12 |
| Kathryn Panella | Endicott, NY | 2020-01-12 |
| Tonya Lallement | Blairsville, GA | 2020-01-13 |
| Emmit Clark | Eugene, OR | 2020-01-13 |
| Joshua Burstein | Eugene, OR | 2020-01-13 |
| Shauna Remior | Eugene, OR | 2020-01-13 |
| Mary Otten | Eugene, OR | 2020-01-13 |
| Christine Bruner | Eugene, OR | 2020-01-13 |
| Kathleen Hynes | Eugene, OR | 2020-01-13 |
| Martina bravo | Queens, US | 2020-01-13 |
| curttrynna eady | East Elmhurst, US | 2020-01-13 |
| Ventu Delgado | New York, US | 2020-01-13 |
| Yulissa Leon | New York, US | 2020-01-13 |
| Wanda Gledhill | Eugene, OR | 2020-01-13 |
| Carolyn Staub | Eugene, OR | 2020-01-13 |
| Sophie Francis | Eugene, OR | 2020-01-13 |
| Danny Lemmon | Springfield, OR | 2020-01-13 |
| Katrina Stewart | Eugene, OR | 2020-01-13 |
| Cody Pryce | Springfield, US | 2020-01-13 |

| Name | Location | Date |
|-------------------|---------------------|-------------|
| Kassey Leon | Jackson Heights, US | 2020-01-13 |
| Falica Washington | Eugene, OR | 2020-01-13 |
| Christine Groves | Eugene, OR | 2020-01-13 |
| Sandra McCarthy | Springfield, OR | 2020-01-13 |
| Kimberly Gill | Eugene, OR | 2020-01-13 |
| Amanda B | Eugene, OR | 2020-01-13 |
| Robin O'Gara | Eugene, OR | 2020-01-13 |
| Mason Towler | Eugene, OR | 2020-01-13 |
| Trish Perrier | Eugene, OR | 2020-01-13 |
| Tracy Johnson | Eugene, OR | 2020-01-13 |
| Diane Sciacca | Eugene, OR | 2020-01-13 |
| Vanessa So | Eugene, OR | 2020-01-13 |
| Naomi Branham | Springfield, OR | 2020-01-13 |
| Tyler Stewart | Eugene, OR | 2020-01-13 |
| Annie Zemper | Eugene, OR | 2020-01-13 |
| JeanneMarie Moore | Eugene, OR | 2020-01-13 |
| Elena Roberts | Eugene, OR | 2020-01-13 |
| Aaron Fulton | Seattle, WA | 2020-01-13 |
| Maria Reader | Bella Vista, AR | 2020-01-13 |
| Webb Della | Walterville, OR | 2020-01-13 |
| Blake Bates | Eugene, OR | 2020-01-13 |
| Laura Osterhoudt | Springfield, OR | 2020-01-13 |

| Name | Location | Date |
|----------------------|-------------------|-------------|
| Harriet Merrick | Eugene, OR | 2020-01-13 |
| Dale Combes | Cottage Grove, OR | 2020-01-13 |
| Melissa McNary | Gold Hill, OR | 2020-01-13 |
| Dena James | Eugene, OR | 2020-01-13 |
| Rachel Klinnert | Eugene, OR | 2020-01-13 |
| Kara Brinkman | Eugene, OR | 2020-01-13 |
| Kristyn Dodge | Eugene, US | 2020-01-13 |
| Katina Johnston | Eugene, OR | 2020-01-13 |
| Jacob Fitzgerald | Eugene, OR | 2020-01-13 |
| Farrah Summers-Blake | Eugene, OR | 2020-01-13 |
| Valerie Brooks | Eugene, OR | 2020-01-13 |
| Sandra Kessler | Eugene, OR | 2020-01-13 |
| Matthew Yook | Eugene, OR | 2020-01-13 |
| Edith Martinez | New York, US | 2020-01-13 |
| Judy Hyatt | Oneida, NY | 2020-01-13 |
| Alexandra Zinkw | Eugene, OR | 2020-01-13 |
| Liz LaVenture | Eugene, OR | 2020-01-13 |
| Liese Stein | Susquehanna, US | 2020-01-13 |
| Jen Ekelund | Eugene, OR | 2020-01-13 |
| Aily House | Eugene, OR | 2020-01-13 |
| Naomi Canavan | Eugene, OR | 2020-01-13 |
| Monica Casagrande | Eugene, OR | 2020-01-13 |

| Name | Location | Date |
|--------------------------|-------------------|-------------|
| Kim Kephart | Portland, OR | 2020-01-13 |
| Karen Howe | Eugene, OR | 2020-01-13 |
| Cheyenne Kessler | Eugene, OR | 2020-01-13 |
| Jenny Johnson | Eugene, OR | 2020-01-13 |
| Jeannette Rosales | Queens, US | 2020-01-13 |
| Michelle Motsinger | Springfield, OR | 2020-01-13 |
| Coleen Mason | Eugene, OR | 2020-01-13 |
| Ila Ausland | Eugene, OR | 2020-01-13 |
| Christine Abbott | Eugene, OR | 2020-01-13 |
| samrin rashid | Woodside, US | 2020-01-13 |
| Tawny Simpson | Eugene, OR | 2020-01-13 |
| Gissel Narvaez | Eugene, OR | 2020-01-13 |
| Tyler Young | Springfield, OR | 2020-01-13 |
| SERGIO FUENTES | Nueva York, US | 2020-01-13 |
| Kendra Augustine | Eugene, OR | 2020-01-13 |
| Jen Hunt | Eugene, OR | 2020-01-13 |
| Noemi Nieves | East Elmhurst, US | 2020-01-13 |
| taylor hatcher | Oregon | 2020-01-13 |
| Arwen Davis | Eugene, OR | 2020-01-13 |
| Deseret Rousseau-Antczak | Eugene, OR | 2020-01-13 |
| Mary Bushey | Portland, OR | 2020-01-13 |
| Nancy Nichols | Eugene, OR | 2020-01-13 |

| Name | Location | Date |
|---------------------|---------------------|-------------|
| Mackenzie Franklin | Eugene, OR | 2020-01-13 |
| jaidan warming | Eugene, US | 2020-01-13 |
| Ana Barba | Eugene, OR | 2020-01-13 |
| Frank Gornito | Springfield, OR | 2020-01-13 |
| Yanil Tactuk | Jackson Heights, US | 2020-01-13 |
| Carla Bollinger | Eugene, OR | 2020-01-13 |
| John Burgess | Eugene, OR | 2020-01-13 |
| Linda Duggan | Eugene, OR | 2020-01-13 |
| Michele Bulgatz | Eugene, OR | 2020-01-13 |
| Stephanie Adejumo | Peachtree City, US | 2020-01-13 |
| Linda Maria | Eugene, OR | 2020-01-13 |
| Deena Berg | Eugene, OR | 2020-01-13 |
| Jacque Allen | Eugene, OR | 2020-01-13 |
| Rachel Bash | Eugene, OR | 2020-01-13 |
| Alicia Mendez | Eugene, OR | 2020-01-14 |
| Malori Musselman | Eugene, OR | 2020-01-14 |
| Jodi Rodriguez | Eugene, OR | 2020-01-14 |
| Kiera Smith | Valparaiso, US | 2020-01-14 |
| Alessandra Casanova | Eugene, OR | 2020-01-14 |
| Debbie Haas | Eugene, OR | 2020-01-14 |
| Maxxie Barr | Eugene, OR | 2020-01-14 |
| Susan Padgett | Eugene, OR | 2020-01-14 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Victoria Thompson | Eugene, OR | 2020-01-14 |
| Gloria McCracken | Eugene, OR | 2020-01-14 |
| Jordan Graham | Eugene, OR | 2020-01-14 |
| Sandra Sanders | Eugene, OR | 2020-01-14 |
| Mary Evelyn Taylor | Eugene, OR | 2020-01-14 |
| Dee Gustafson | Eugene, OR | 2020-01-14 |
| Buffy Marie Rager | Waterville, VT | 2020-01-14 |
| Donato Luongo | Eugene, OR | 2020-01-14 |
| Sue Goldish | Eugene, OR | 2020-01-14 |
| Sallie Vandagriff | Eugene, OR | 2020-01-14 |
| Zia Lasky | Eugene, OR | 2020-01-14 |
| dianna sampietro | Eugene, OR | 2020-01-14 |
| Brenda Cervantes | Eugene, OR | 2020-01-14 |
| Trudy Waddell | Eugene, OR | 2020-01-14 |
| Keith Ullman | Eugene, OR | 2020-01-14 |
| Janah Khatab | Oak Lawn, US | 2020-01-14 |
| Jasmine West | Eugene, OR | 2020-01-14 |
| Ashley Alexander | Springfield, OR | 2020-01-14 |
| Amy Hughes Giard | Eugene, OR | 2020-01-14 |
| Rachael Wade | Eugene, OR | 2020-01-14 |
| Michael Fuchs | Eugene, OR | 2020-01-14 |
| Eric Pierce | Eugene, OR | 2020-01-14 |

| Name | Location | Date |
|------------------|-------------------|-------------|
| Janna walker | Eugene, OR | 2020-01-14 |
| Steve Lasky | Eugene, OR | 2020-01-14 |
| Karlie Tedrick | Eugene, OR | 2020-01-14 |
| Kathy Grimwood | Eugene, OR | 2020-01-14 |
| Kari Berg | Eugene, OR | 2020-01-14 |
| Zoe Heintz | Boise, ID | 2020-01-14 |
| Joanne Livesay | Tualatin, OR | 2020-01-14 |
| Joni Cyr | Eugene, OR | 2020-01-14 |
| Susan Schueller | Eugene, OR | 2020-01-14 |
| Kathy Mock | Eugene, OR | 2020-01-14 |
| Julia Whittock | Eugene, OR | 2020-01-14 |
| Ingrid Rodriguez | Eugene, OR | 2020-01-14 |
| Caity Huff | Eugene, OR | 2020-01-14 |
| Lisa Warmels | Eugene, US | 2020-01-14 |
| Marijane Engle | Eugene, OR | 2020-01-14 |
| Matthew Austin | Eugene, OR | 2020-01-14 |
| Colleen Albrecht | Eugene, OR | 2020-01-14 |
| Beth Shervey | Eugene, OR | 2020-01-14 |
| Joy Wright | Eugene, OR | 2020-01-14 |
| Alexandra Mellor | Pleasant Hill, OR | 2020-01-14 |
| pamela krause | Sacramento, CA | 2020-01-14 |
| wanda dejesus | Lebanon, OR | 2020-01-14 |

| Name | Location | Date |
|---------------------|-----------------|-------------|
| Levi Wagner | Sisters, OR | 2020-01-14 |
| Ayako Saito | US | 2020-01-14 |
| Rachel Tomlinson | Eugene, OR | 2020-01-14 |
| Marina Sanin | US | 2020-01-14 |
| Martha Krall | Whitsett, US | 2020-01-14 |
| CASEY YU | New York, US | 2020-01-14 |
| Cynthia Scoble | Eugene, OR | 2020-01-14 |
| Paige Newton | Eugene, OR | 2020-01-14 |
| Martha Miller | Eugene, OR | 2020-01-14 |
| stacey silva | Springfield, OR | 2020-01-14 |
| Jesselyn Barrow | Eugene, OR | 2020-01-14 |
| Rose Douglass | Eugene, OR | 2020-01-14 |
| Elaine Hunter-Meyer | Eugene, OR | 2020-01-14 |
| norma sax | Eugene, OR | 2020-01-14 |
| Randy Brown | Eugene, OR | 2020-01-14 |
| Kathy Torvik | Eugene, OR | 2020-01-14 |
| Jessica Serban | Eugene, OR | 2020-01-14 |
| Dianna McDiarmid | Eugene, OR | 2020-01-14 |
| Kristina McDiarmid | Eugene, OR | 2020-01-14 |
| Colin Dixon | Eugene, OR | 2020-01-14 |
| Sheila Thomas | Eugene, OR | 2020-01-14 |
| Laura M. Ohanian | Eugene, OR | 2020-01-14 |

| Name | Location | Date |
|---------------------|-----------------|-------------|
| Kristen Ockerman | Eugene, OR | 2020-01-14 |
| lily ramirez | Eugene, OR | 2020-01-14 |
| Jean Kang | Eugene, OR | 2020-01-14 |
| Jane Farrell | Eugene, OR | 2020-01-14 |
| Tracye May | Eugene, OR | 2020-01-14 |
| Mindy Patterson | Eugene, OR | 2020-01-14 |
| Bryan Medina | Lombard, US | 2020-01-14 |
| Julie Langenderfer | Springfield, OR | 2020-01-14 |
| Karen Guillemin | Eugene, OR | 2020-01-14 |
| Carole Biondello | Eugene, OR | 2020-01-14 |
| Jenny Roberts | Portland, OR | 2020-01-14 |
| Karen Stingle | Eugene, OR | 2020-01-15 |
| Ivan Martinez | Waukegan, US | 2020-01-15 |
| Laura Tarnkin | Eugene, OR | 2020-01-15 |
| Alena Belleque | Beaverton, OR | 2020-01-15 |
| Karen Hingel Hingel | Eugene, OR | 2020-01-15 |
| Teri Anatra | Elmhurst, US | 2020-01-15 |
| Lisa Nicholson | Eugene, OR | 2020-01-15 |
| Liza Burns | Eugene, OR | 2020-01-15 |
| Daniel Downes | Eugene, OR | 2020-01-15 |
| Sophia Aviles | Chicago, US | 2020-01-15 |
| Beth B | Eugene, OR | 2020-01-15 |

| Name | Location | Date |
|----------------------|-------------------|-------------|
| Melody Meek | Springfield, US | 2020-01-15 |
| Jan hankerson | Warrenton, OR | 2020-01-15 |
| Heidi Bird | Eugene, OR | 2020-01-15 |
| Sofia Cornejo Blanco | Springfield, OR | 2020-01-15 |
| Linda Clausen | Eugene, OR | 2020-01-15 |
| Johnny Ocampo | Bensenville, US | 2020-01-15 |
| Vanessa Sanchez | Eugene, OR | 2020-01-15 |
| Joan Berry | Portland, OR | 2020-01-15 |
| Robin Hearn | Eugene, OR | 2020-01-15 |
| Kimberly Cook | Chicago, US | 2020-01-15 |
| Cynthia Thiessen | Eugene, OR | 2020-01-15 |
| Geri Golski | Tacoma, WA | 2020-01-15 |
| Bhavna Sharma | Stony Brook, US | 2020-01-15 |
| michael coleman | Grants Pass, OR | 2020-01-15 |
| Kathleen Tillman | Portland, OR | 2020-01-15 |
| Charline Rivera | Aurora, US | 2020-01-15 |
| Oma Persaud | Corona, US | 2020-01-15 |
| Marlene Bernal | Queens, US | 2020-01-15 |
| Susanna Hollnsteiner | Staten Island, US | 2020-01-15 |
| Samuel Lugo | Bronx, US | 2020-01-15 |
| Martin Benirschka | New York, US | 2020-01-15 |
| Gaynelle Gilbride | Alexandria, US | 2020-01-15 |

| Name | Location | Date |
|-------------------|---------------------|-------------|
| Zoe Ohn bar | Tiberias, Israel | 2020-01-15 |
| Katy Sioka | Buffalo Grove, US | 2020-01-15 |
| Robin Bloomgarden | Springfield, OR | 2020-01-15 |
| Dennis Deahn | Elmhurst, US | 2020-01-15 |
| Julie Starita | Eugene, OR | 2020-01-15 |
| Akeel Razvi | Staten Island, US | 2020-01-15 |
| Sylvia Short | Eugene, OR | 2020-01-15 |
| Jamaica Jourdan | Eugene, OR | 2020-01-15 |
| Stephanie Shamsi | Spokane, WA | 2020-01-15 |
| Liza Nichols | East Elmhurst, US | 2020-01-15 |
| Stephanie Emerson | Eugene, OR | 2020-01-15 |
| Iman Bajes | Worth, US | 2020-01-15 |
| Rochelle Miller | Eugene, OR | 2020-01-16 |
| Kayla DeLong | Springfield, OR | 2020-01-16 |
| Giulia Sala | Eugene, OR | 2020-01-16 |
| Mariah Clark | Springfield, OR | 2020-01-16 |
| Glenn Combs | Eugene, OR | 2020-01-16 |
| Shelby Pickering | Springfield, OR | 2020-01-16 |
| Maria Bowen | Jackson Heights, US | 2020-01-16 |
| Gayl Poley | Eugene, OR | 2020-01-16 |
| Sarah Lin | Arcadia, US | 2020-01-16 |
| Grayson Moore | Indianapolis, US | 2020-01-16 |

| Name | Location | Date |
|-----------------------|---------------------|-------------|
| Nancy Rasmussen | Western Springs, US | 2020-01-16 |
| Thomas Faughn | Lincoln, NE | 2020-01-16 |
| Naomi Jones | Jacksonville, US | 2020-01-16 |
| Leah Smith | Webster, US | 2020-01-16 |
| judi jackson | Eugene, OR | 2020-01-16 |
| Sarah Roe | Eugene, OR | 2020-01-16 |
| Gabrielle Jackson | Eugene, OR | 2020-01-16 |
| Xavia Vaughn | Eugene, OR | 2020-01-16 |
| Celia Guillemin | Eugene, OR | 2020-01-16 |
| tracy wilson | eugene, OR | 2020-01-16 |
| Rebecca Elliott | Springfield, OR | 2020-01-16 |
| Elizabeth Layng | Tacoma, WA | 2020-01-16 |
| Peyal Deb | Woodside, US | 2020-01-16 |
| David Tift | Eugene, OR | 2020-01-16 |
| Mitchell Clark | Portland, OR | 2020-01-16 |
| Marilyn Kent | Seattle, WA | 2020-01-16 |
| Kachina Overacker | Eugene, OR | 2020-01-16 |
| Julea Stelter-Burwell | Mckenzie, OR | 2020-01-16 |
| Wazir Woods | Eugene, OR | 2020-01-16 |
| Summer Roe | Eugene, OR | 2020-01-16 |
| Jim Johnson | Eugene, OR | 2020-01-16 |
| Mary Blair | Springfield, OR | 2020-01-16 |

| Name | Location | Date |
|------------------------|-----------------|-------------|
| Heather Mehringer | Eugene, OR | 2020-01-16 |
| Angie Bloomfield | Eugene, OR | 2020-01-16 |
| Yolanda Erskine | Chicago, IL | 2020-01-16 |
| Corina Lewis | Eugene, OR | 2020-01-16 |
| Reid Lindie | Eugene, OR | 2020-01-16 |
| Peter Allen | Eugene, OR | 2020-01-16 |
| David McPherson | Coos bay, OR | 2020-01-16 |
| Tamara Dimov | Astoria, US | 2020-01-16 |
| Michelle Mehringer | Medford, OR | 2020-01-16 |
| eva wilnau | Eugene, OR | 2020-01-16 |
| Stacey Elliott | Springfield, OR | 2020-01-16 |
| Jennifer Hendrix | Eugene, OR | 2020-01-16 |
| Devin Melendez | Portland, OR | 2020-01-16 |
| Evan Wills | Portland, US | 2020-01-16 |
| Jorge Quinones | New York, US | 2020-01-16 |
| Dave Ream | Eugene, OR | 2020-01-16 |
| Zoe Whittington | Eugene, OR | 2020-01-16 |
| Diane McWhorter | Eugene, OR | 2020-01-16 |
| Kelly Martinez | Alexandria, US | 2020-01-16 |
| Alex Fitzpatrick | Eugene, OR | 2020-01-16 |
| Rebecca Northrop | SPRINGFIELD, OR | 2020-01-16 |
| Anand Holtham-Keathley | Eugene, OR | 2020-01-16 |

| Name | Location | Date |
|---------------------|-----------------|-------------|
| James Aley | Eugene, OR | 2020-01-16 |
| Dedaah N | New York, US | 2020-01-16 |
| Teresa Pitzer | Eugene, OR | 2020-01-16 |
| susan stevick | atherton, CA | 2020-01-16 |
| Alyssa Retzman | Eugene, OR | 2020-01-16 |
| Arisia Miller | Eugene, OR | 2020-01-16 |
| Elizabeth Wocasek | Eugene, OR | 2020-01-16 |
| Tom Atlee | Eugene, OR | 2020-01-16 |
| Marissa Morningstar | Eugene, OR | 2020-01-16 |
| Dusty Chambers | Eugene, OR | 2020-01-17 |
| Dolly Henao | Elmhurst, US | 2020-01-17 |
| Karen Norton | Eugene, OR | 2020-01-17 |
| Jane Rittenhouse | Eugene, OR | 2020-01-17 |
| Jennie Reed | Eugene, OR | 2020-01-17 |
| Lois Patterson | Eugene, OR | 2020-01-17 |
| Elizabeth PRICE | Eugene, OR | 2020-01-17 |
| Mark Watchman | Eugene, OR | 2020-01-17 |
| 33 White | Cancun, Mexico | 2020-01-17 |
| Jason Fitzer | Eugene, OR | 2020-01-17 |
| Heather Shelton | Eugene, OR | 2020-01-17 |
| Rebecca Bialous | Eugene, OR | 2020-01-17 |
| Christine Coulter | Veneta, OR | 2020-01-17 |

| Name | Location | Date |
|--------------------------|-----------------------|-------------|
| Larinda Nelsen | Eugene, OR | 2020-01-17 |
| Eli Stuck | Eugene, OR | 2020-01-17 |
| Wendy Loren | Eugene, OR | 2020-01-17 |
| nicole fellows | eugene, OR | 2020-01-17 |
| John Price | Eugene, OR | 2020-01-17 |
| Scott Stolarczyk | Eugene, OR | 2020-01-17 |
| Roger Kelner | Eugene, OR | 2020-01-17 |
| Rylee Henry | Dallas, US | 2020-01-17 |
| S B | Menlo Park, US | 2020-01-17 |
| Craig Sanden | Eugene, OR | 2020-01-17 |
| Dan Head | Eugene, OR | 2020-01-17 |
| Azlyn Moncrief | Eugene, OR | 2020-01-17 |
| Digant Kasundra | Menlo Park, CA | 2020-01-17 |
| Monique Balbuena | Eugene, OR | 2020-01-17 |
| Jessica Johnson | Springfield, OR | 2020-01-17 |
| Jeff Parker | Springfield, OR | 2020-01-17 |
| Michael Moresi | Eugene, OR | 2020-01-17 |
| Caitlin Arnot-Copenhaver | Springfield, OR | 2020-01-17 |
| Beverly Hogue | Eugene, OR | 2020-01-18 |
| Alan Marples | Brimington, UK | 2020-01-18 |
| Tracy Denson | Springfield, OR | 2020-01-18 |
| josh piramide | Arlington Heights, US | 2020-01-18 |

| Name | Location | Date |
|---------------------|--------------------|-------------|
| Matt Torres | Iselin, US | 2020-01-18 |
| Brandon Foster | Fort Worth, US | 2020-01-18 |
| Heather Ocker | Springfield, OR | 2020-01-18 |
| Michael Ocker | Eugene, OR | 2020-01-18 |
| Della Thomas | Eugene, OR | 2020-01-18 |
| Katherine Sandow | Eugene, OR | 2020-01-18 |
| deb quinn | Eugene, OR | 2020-01-18 |
| Kathleen McDonald | Spokane Valley, US | 2020-01-18 |
| Linda Cannata | deltona, US | 2020-01-18 |
| Joseph Bottero | Eugene, OR | 2020-01-18 |
| Sarah J | Pittstown, US | 2020-01-18 |
| Ericka Lefevre | Tacoma, US | 2020-01-18 |
| Zoraida Peña | Newnan, US | 2020-01-18 |
| David Tate | US | 2020-01-18 |
| Amy Capps | Sachse, US | 2020-01-18 |
| Rebecca Coon | Eugene, OR | 2020-01-18 |
| Lynda McMillan | Eugene, OR | 2020-01-18 |
| Nikki Gilder | Eugene, OR | 2020-01-18 |
| Niels Pasternak | Eugene, OR | 2020-01-18 |
| Alorie Mayer | Eugene, OR | 2020-01-18 |
| Ashley Swarringim | Eugene, OR | 2020-01-18 |
| Ariana Organiz-Ruiz | Eugene, OR | 2020-01-18 |

| Name | Location | Date |
|-------------------|-------------------|-------------|
| Jill Dougall | Eugene, OR | 2020-01-18 |
| Karen Porrazzo | Eugene, OR | 2020-01-18 |
| Lindsay Swanberg | Eugene, OR | 2020-01-18 |
| Faolen Cosgrove | Eugene, OR | 2020-01-18 |
| Keira Wilson | Eugene, OR | 2020-01-18 |
| Julie Vaughan | Eugene, OR | 2020-01-18 |
| John Skirving | eugene, OR | 2020-01-18 |
| Noah Wiseman | Eugene, OR | 2020-01-18 |
| Emmitt Norton | Eugene, OR | 2020-01-18 |
| Genna Gaines | US | 2020-01-18 |
| Sharon Dederick | Eugene, OR | 2020-01-18 |
| Jessie Staley | Eugene, OR | 2020-01-18 |
| Kathleen Dusio | Eugene, OR | 2020-01-18 |
| Jennifer Johnson | Eugene, OR | 2020-01-19 |
| Dan Dills | Eugene, OR | 2020-01-19 |
| Lynda Hall | Eugene, OR | 2020-01-19 |
| Richard Hellstrom | Marcola, OR | 2020-01-19 |
| Christie Chapman | Eugene, OR | 2020-01-19 |
| Lucy Johnson | Eugene, OR | 2020-01-19 |
| Betsy Findley | Mechanicsburg, US | 2020-01-19 |
| Tiffany Clem | Eugene, OR | 2020-01-19 |
| Cailin Krecklow | Eugene, OR | 2020-01-19 |

| Name | Location | Date |
|--------------------|--------------------|-------------|
| John Littleton | Eugene, OR | 2020-01-19 |
| Christina Anderson | Springfield, OR | 2020-01-19 |
| Skyler Muir | Eugene, OR | 2020-01-19 |
| megan burdick | Eugene, OR | 2020-01-19 |
| Jason Archer | Eugene, OR | 2020-01-19 |
| Krista Farver | Springfield, OR | 2020-01-19 |
| Lilian Burgos | Eugene, OR | 2020-01-19 |
| Edna Burgos | Eugene, OR | 2020-01-19 |
| Michele Rivera | Eugene, OR | 2020-01-19 |
| Kristee Bullard | Springfield, OR | 2020-01-19 |
| Karla Meador | Los Angeles, CA | 2020-01-19 |
| Danna Pasos | San Rafael, US | 2020-01-19 |
| Rshoaib1 zadran | Aurora, US | 2020-01-19 |
| Theodore Strong | Eugene, OR | 2020-01-19 |
| Trinity Nicole | Seattle, WA | 2020-01-19 |
| Love Singh | Eugene, OR | 2020-01-19 |
| Shannon Colton | Eugene, OR | 2020-01-19 |
| Graham Bowler | Eugene, OR | 2020-01-19 |
| Sarah Bernardo | Salem, OR | 2020-01-19 |
| Kimberly Morelli | Grand Junction, CO | 2020-01-19 |
| Lauren Petersen | Eugene, OR | 2020-01-19 |
| stanley hamilton | eugene, OR | 2020-01-19 |

| Name | Location | Date |
|-----------------|-----------------------|-------------|
| Katherine mello | eugene, OR | 2020-01-19 |
| Elizabeth Kruse | Eugene, OR | 2020-01-19 |
| Adam Bretz | Eugene, OR | 2020-01-19 |
| Sondra Yoakum | Yakima, WA | 2020-01-19 |
| Jake Prahar | Coos Bay, OR | 2020-01-19 |
| Kaitlyn Garlets | Eugene, OR | 2020-01-19 |
| Andrea Lovelace | US | 2020-01-19 |
| Jasmine Miranda | Fort Lauderdale, US | 2020-01-19 |
| Carmen Garcia | Eugene, OR | 2020-01-19 |
| M S | Portland, OR | 2020-01-19 |
| Rachel Shepard | Eugene, OR | 2020-01-19 |
| Zack Burkeen | Eugene, OR | 2020-01-19 |
| Jennifer Hunt | Eugene, OR | 2020-01-20 |
| Tanya Truax | Eugene, OR | 2020-01-20 |
| Nichole Burian | Eugene, OR | 2020-01-20 |
| Brendan Truax | Eugene, OR | 2020-01-20 |
| Mary Lee | Los Angeles, CA | 2020-01-20 |
| Rich Cook | Eugene, OR | 2020-01-20 |
| Lindsey Afileje | Eugene, OR | 2020-01-20 |
| Darrel Warden | Eugene, OR | 2020-01-20 |
| Felicia Ford | Caddie, Louisiana, CA | 2020-01-20 |
| Shannon Austin | Eugene, OR | 2020-01-20 |

| Name | Location | Date |
|------------------------|-------------------|-------------|
| Amy Hamilton | Eugene, OR | 2020-01-20 |
| Kimberlee Davis | Eugene, OR | 2020-01-20 |
| Christina Conway | Eugene, OR | 2020-01-20 |
| Michelle Lundy | Eugene, OR | 2020-01-20 |
| Annie Perkins | Eugene, OR | 2020-01-20 |
| John Baker | Eugene, OR | 2020-01-20 |
| Kathryn Winbigler | Eugene, OR | 2020-01-20 |
| Ferris Wightman | Grain Valley, MO | 2020-01-21 |
| Mary Jones | Boise, ID | 2020-01-21 |
| Melissa Travis | Santa Rita, Guam | 2020-01-21 |
| nathan long | Eugene, OR | 2020-01-21 |
| HEATHER SCOTT-PENSELIN | Eugene, OR | 2020-01-21 |
| Tim Comstock | Eugene, OR | 2020-01-21 |
| Christopher Bowden | Veneta, OR | 2020-01-21 |
| Clararose Taylor | Eugene, OR | 2020-01-21 |
| Summer McCarty | Eugene, OR | 2020-01-21 |
| Kelly Jacobson | Eugene, OR | 2020-01-21 |
| Zoe Ervin | Eugene, OR | 2020-01-21 |
| Charlott Wells | Eugene, OR | 2020-01-21 |
| amanda sams | Eugene, OR | 2020-01-21 |
| Amanda Hurst | Eugene, OR | 2020-01-21 |
| Mysti Frost | Cottage Grove, OR | 2020-01-21 |

| Name | Location | Date |
|------------------|-----------------|-------------|
| Tasha Carino | Eugene, OR | 2020-01-21 |
| Helen Ray | Eugene, OR | 2020-01-21 |
| Ashley Anderson | Eugene, OR | 2020-01-21 |
| Nash Coleman | Eugene, OR | 2020-01-21 |
| Sabrena Saggaf | Eugene, OR | 2020-01-21 |
| Mona Pleva | Eugene, OR | 2020-01-21 |
| Peanut Butter | US | 2020-01-21 |
| Cielle Lucas | Eugene, OR | 2020-01-21 |
| Jeff Gilliland | Lowell, OR | 2020-01-21 |
| Dean Bowden | Springfield, OR | 2020-01-21 |
| Spring Goodwater | Springfield, OR | 2020-01-21 |
| Ben Hallert | Springfield, OR | 2020-01-21 |
| Wayne Burgess | Eugene, OR | 2020-01-21 |
| KayDee Hallert | Eugene, OR | 2020-01-21 |
| Ruth Danielson | Eugene, OR | 2020-01-21 |
| Linda Cipriano | Eugene, OR | 2020-01-21 |
| Erin Frank | Eugene, OR | 2020-01-21 |
| Matt Keating | Eugene, OR | 2020-01-21 |
| Kim Dunn | Eugene, OR | 2020-01-21 |
| Adam Huizenga | Eugene, OR | 2020-01-21 |
| tim engberts | Leusden, US | 2020-01-21 |
| Daphne Cox | Springfield, OR | 2020-01-21 |

| Name | Location | Date |
|----------------------|-----------------|-------------|
| Bill Holden | Eugene, OR | 2020-01-21 |
| Alexandra Arnett | Eugene, OR | 2020-01-21 |
| D. Davis | Springfield, OR | 2020-01-21 |
| Mariah Tarr | Eugene, OR | 2020-01-21 |
| Rhiannon O'Neal | Eugene, OR | 2020-01-21 |
| Megan Gallinger | Eugene, OR | 2020-01-22 |
| Janet Stafford | Eugene, OR | 2020-01-22 |
| Christina Tate | Eugene, OR | 2020-01-22 |
| Marianne Dole | Eugene, OR | 2020-01-22 |
| Tara Dawson | Eugene, OR | 2020-01-22 |
| April Kimmel | Eugene, OR | 2020-01-22 |
| Heidi von Ravensberg | Portland, OR | 2020-01-22 |
| Brit Arlint | Eugene, OR | 2020-01-22 |
| Aaron Tunnell | Eugene, OR | 2020-01-22 |
| Simon Alberts | Eugene, OR | 2020-01-22 |
| Maxwell Davis | Eugene, OR | 2020-01-22 |
| Tanya Myers | Veneta, OR | 2020-01-22 |
| Amy Thomas | US | 2020-01-22 |
| Brianna Millar | Eugene, OR | 2020-01-22 |
| Nancy Mestin | Eugene, OR | 2020-01-22 |
| Eriana Golden | Eugene, OR | 2020-01-22 |
| Paige Hall | Eugene, OR | 2020-01-22 |

| Name | Location | Date |
|---------------------|------------------|-------------|
| Stephen Rust, PhD | Eugene, OR | 2020-01-22 |
| Julie Davidson | Eugene, OR | 2020-01-22 |
| Matthew Fox | Eugene, OR | 2020-01-22 |
| Charlise Powvalla | Hillsboro, OR | 2020-01-22 |
| Forest Groberg | Eugene, OR | 2020-01-22 |
| Devan Isenhour | Eugene, OR | 2020-01-22 |
| Cynthia Smith | US | 2020-01-22 |
| Billi Arre | Eugene, OR | 2020-01-22 |
| Iliana Rojas | Springfield, OR | 2020-01-22 |
| Amy Fellows | Oregon | 2020-01-22 |
| Terry Valdez | Springfield, OR | 2020-01-22 |
| Elizabeth Price | Eugene, OR | 2020-01-22 |
| Desiree Hallacy | Springfield, OR | 2020-01-22 |
| Robin Illers | Eugene, OR | 2020-01-22 |
| Shana Kraker | Eugene, OR | 2020-01-22 |
| Mary Bowers | Eugene, OR | 2020-01-22 |
| Annette Tognazzini | Eugene, OR | 2020-01-22 |
| Patty Hamel | Eugene, OR | 2020-01-22 |
| Christopher Mendoza | Las Vegas, NV | 2020-01-22 |
| Lois Pribble | Eugene, OR | 2020-01-22 |
| Colleen Bell | Eugene, OR | 2020-01-22 |
| Marly Yoshino | Mount Juliet, US | 2020-01-22 |

| Name | Location | Date |
|--------------------------|--------------------|-------------|
| Mark Hughes | Tacoma, WA | 2020-01-22 |
| Niyka Wood | Junction City, OR | 2020-01-22 |
| Angela Davasher | Eugene, OR | 2020-01-22 |
| Dallas Bedwell | North bend, OR | 2020-01-22 |
| Nancy Roos | Eugene, OR | 2020-01-22 |
| Michael Self | Eugene, OR | 2020-01-22 |
| Leslie Marion | US | 2020-01-22 |
| Jose Carrasco | Norwalk, US | 2020-01-22 |
| Abbie Shadrick | Eugene, OR | 2020-01-22 |
| Erik Rhay | Eugene, OR | 2020-01-22 |
| Alizabethe Colson | Eugene, OR | 2020-01-22 |
| Keldan Cundy | Eugene, OR | 2020-01-22 |
| Ellen Brenner | Eugene, OR | 2020-01-22 |
| Steve Gladfelter | Eugene, OR | 2020-01-22 |
| Trever Grabb | Eugene, OR | 2020-01-22 |
| Crystal Campbell | Eugene, OR | 2020-01-23 |
| Bethany Haskell | Eugene, OR | 2020-01-23 |
| Christina Bellini | Eugene, OR | 2020-01-23 |
| Becca Perry | Eugene, OR | 2020-01-23 |
| Jeff Swaim | US | 2020-01-23 |
| Natalia Mendiola Menking | Corpus Christi, TX | 2020-01-23 |
| Samantha Roethler | Eugene, OR | 2020-01-23 |

| Name | Location | Date |
|---------------------|-------------------|-------------|
| Jason Carriere | Eugene, OR | 2020-01-23 |
| Rachel Jefferson | Eugene, OR | 2020-01-23 |
| Cathy Meyer | Eugene, OR | 2020-01-23 |
| Kay Christopher | Eugene, OR | 2020-01-23 |
| Shekinah Horowitz | Eugene, OR | 2020-01-23 |
| rosaille galiher | Springfield, OR | 2020-01-23 |
| Olivia Campmany | Little Neck, US | 2020-01-23 |
| Elise Hamburg | Eugene, OR | 2020-01-23 |
| Tyler Carlton | Eugene, OR | 2020-01-23 |
| Oria Oberholtzer | Eugene, OR | 2020-01-23 |
| Benjamin Andresen | Eugene, OR | 2020-01-23 |
| Benjamin House | Eugene, OR | 2020-01-23 |
| Charlotte Curtis | Eugene, OR | 2020-01-23 |
| Jacquelynn Conrad | Eugene, OR | 2020-01-23 |
| Leandra Allmon | Eugene, OR | 2020-01-23 |
| Elliana Waterstone | Eugene, OR | 2020-01-23 |
| Connie D'Andrea | Howard Beach, US | 2020-01-23 |
| Randy Brewer | Eugene, OR | 2020-01-23 |
| Mary Hendricks | Eugene, OR | 2020-01-23 |
| Jesse Snarr | Eugene, OR | 2020-01-23 |
| Andy Hendricks-Mack | Eugene, OR | 2020-01-23 |
| Virginia Hendricks | Cottage Grove, OR | 2020-01-23 |

| Name | Location | Date |
|--------------------|-------------------|-------------|
| Larry Booman | Eugene, OR | 2020-01-23 |
| Emily Combs | Portland, OR | 2020-01-23 |
| Susan Ald | New York, US | 2020-01-23 |
| Azia Matters | Eugene, OR | 2020-01-23 |
| Niyka Mowry | Seattle, WA | 2020-01-23 |
| Sylvia Sandoz | Eugene, OR | 2020-01-23 |
| Dionna Brady | Tallahassee, US | 2020-01-24 |
| Felicia Arnett | Lakeland, US | 2020-01-24 |
| Mark Moss | Eugene, OR | 2020-01-24 |
| Shawnerie Langford | Daytona Beach, US | 2020-01-24 |
| John Lisa | Staten Island, NY | 2020-01-24 |
| Lynn Thompson | Eugene, OR | 2020-01-24 |
| Michelle Pimm | Tampa, US | 2020-01-24 |
| Zach Sullivan | Omaha, US | 2020-01-24 |
| Sylvia Reed | Tampa, US | 2020-01-24 |
| Bertha McKinnon | Tampa, US | 2020-01-24 |
| Cassandra Carter | Eugene, OR | 2020-01-24 |
| Jason Powell | Waldorf, MD | 2020-01-24 |
| Jennifer Stern | Eugene, OR | 2020-01-24 |
| Schuyler Wise | Eugene, OR | 2020-01-24 |
| Darnell Williams | Miami, US | 2020-01-24 |
| Janina Ulrich | Clarksville, US | 2020-01-24 |

| Name | Location | Date |
|-----------------------|----------------------|-------------|
| Kim Harris | Orlando, US | 2020-01-24 |
| Nini Henriksen | Eugene, OR | 2020-01-24 |
| Genevieve Schaack | Eugene, OR | 2020-01-24 |
| Audrey Bailey | Jacksonville, US | 2020-01-24 |
| Da-jhae London | Jacksonville, US | 2020-01-24 |
| Keshan Chambliss | Jacksonville, US | 2020-01-24 |
| Alex Adams | Raleigh, US | 2020-01-24 |
| Linda Williams | Bradenton, US | 2020-01-24 |
| Marissa Cohen | Eugene, OR | 2020-01-24 |
| Maria Lopez | West Palm Beach, US | 2020-01-24 |
| Susan Choppy | Eugene, OR | 2020-01-24 |
| Giovanni Fernandez | Hallandale Beach, US | 2020-01-24 |
| rebecca fernandez | Pembroke Pines, US | 2020-01-24 |
| Richard Furst | Eugene, OR | 2020-01-24 |
| Joan Furst | Eugene, OR | 2020-01-24 |
| Sabina Mahoney | Eugene, OR | 2020-01-24 |
| Lacey Robinson | Port Richey, US | 2020-01-24 |
| Stephanie Day-Goodman | Eugene, OR | 2020-01-24 |
| Cicely Moreland | Bradenton fl, US | 2020-01-24 |
| Ashley Hall | Newberry, US | 2020-01-24 |
| Taylor Lavoie | Eugene, OR | 2020-01-24 |
| Tajana Bogle | Orlando, US | 2020-01-25 |

| Name | Location | Date |
|-------------------------|-----------------------|-------------|
| Lindsey Poulsen | Eugene, OR | 2020-01-25 |
| diana urban | Queens, US | 2020-01-25 |
| STERLING Collett | New York, US | 2020-01-25 |
| Lorena Reyes | Bradenton, US | 2020-01-25 |
| Etizard Anns | Port-au-prince, Haiti | 2020-01-25 |
| Nicole Grissom | Eugene, OR | 2020-01-25 |
| Eleni Balam | Sarasota, US | 2020-01-25 |
| Vanessa Sayers | Eugene, OR | 2020-01-25 |
| Delmonica Porter | Jacksonville, US | 2020-01-25 |
| Elizabeth Johnson | Eugene, OR | 2020-01-25 |
| Natela Kakiashvili | New York, US | 2020-01-25 |
| Nathaniel Klute | Eugene, OR | 2020-01-25 |
| Chris Bronson | Eugene, OR | 2020-01-25 |
| BernadettBbe Mccafferty | Eugene, OR | 2020-01-25 |
| Kai Boyd | Eugene, OR | 2020-01-25 |
| Kay Gouldner | Eugene, OR | 2020-01-25 |
| Katherine Fir | Mckinney, US | 2020-01-25 |
| Dalin Barlow | Springfield, OR | 2020-01-25 |
| Daniel Little | Eugene, OR | 2020-01-26 |
| Barry Mannion | Flushing, US | 2020-01-26 |
| Maeve Connors | Eugene, OR | 2020-01-27 |
| Amy Edelstein | New York, US | 2020-01-27 |

| Name | Location | Date |
|--------------------|-------------------------|-------------|
| Sharla Ferguson | Eugene, OR | 2020-01-27 |
| Virginia Lombardi | New York, US | 2020-01-27 |
| Julia Aiello | Flushing, US | 2020-01-27 |
| Sonja Martell | Pewaukee, US | 2020-01-28 |
| Jamie Kennedy | Mount Vernon, US | 2020-01-28 |
| Wayne Bostick | Brooklyn, US | 2020-01-28 |
| Daniela Pinero | Miami, US | 2020-01-28 |
| Yuqi Huang | La Jolla, US | 2020-01-28 |
| Yann Kull | Perroy, Switzerland | 2020-01-28 |
| Natalie Madrid | Azusa, US | 2020-01-28 |
| Kristin Kwas | Arvada, US | 2020-01-28 |
| Carey Norgaard | Eugene, OR | 2020-01-28 |
| Shaday Berrios | Brownwood, US | 2020-01-28 |
| sarah malik | Rancho palos verdes, US | 2020-01-28 |
| Dwan Shepard | eugene, OR | 2020-01-28 |
| Rosemarie Rottmund | Lancaster, US | 2020-01-29 |
| Amanda Garcia | Eugene, OR | 2020-01-29 |
| Rose Sciortino | Pompano Beach, US | 2020-01-29 |
| Caren Bowes | Largo, US | 2020-01-29 |
| Lesia Eady | Jacksonville, US | 2020-01-29 |
| Elizabeth Twombly | Eugene, OR | 2020-01-30 |
| Lutchman Maharaj | Queens, NY | 2020-01-30 |

| Name | Location | Date |
|----------------------|-------------------|-------------|
| Stephanie Brinson | Tampa, US | 2020-01-30 |
| Hildegard Kleinhans | Eugene, OR | 2020-01-30 |
| adina higdon | eugene, OR | 2020-01-30 |
| jay bear | Eugene, OR | 2020-01-30 |
| Michael Bustamante | US | 2020-01-30 |
| Callysta Balcom | Seattle, WA | 2020-01-30 |
| James Peterson | Eugene, OR | 2020-01-30 |
| stephanie lovell | Eugene, OR | 2020-01-30 |
| Crystal Fain-Johnson | US | 2020-01-30 |
| Breanne V. | Springfield, OR | 2020-01-30 |
| Rachel Millican | Eugene, OR | 2020-01-30 |
| Elisabeth Campbell | Eugene, OR | 2020-01-30 |
| Jon Sawyer | Eugene, OR | 2020-01-30 |
| Rachel Thomas | US | 2020-01-31 |
| chase Zanderson | Daytona Beach, US | 2020-01-31 |
| Andy Darnall | Eugene, OR | 2020-01-31 |
| Jenn Nelson | Eugene, OR | 2020-01-31 |
| Misty Holmes | Eugene, OR | 2020-01-31 |
| Abigail Eckstine | Eugene, OR | 2020-01-31 |
| Emily Kuchurian | Seattle, WA | 2020-01-31 |
| Michael Jones | Eugene, OR | 2020-01-31 |
| Kristina Lang | Eugene, OR | 2020-01-31 |

| Name | Location | Date |
|-------------------|-------------------|-------------|
| Dahlin Allen | Portland, OR | 2020-01-31 |
| Michael Sussman | Eugene, OR | 2020-01-31 |
| Scott Shanks | Cottage Grove, OR | 2020-01-31 |
| Ec9 Gray | Seattle, WA | 2020-01-31 |
| Wilgen Brown | Eugene, OR | 2020-01-31 |
| Susan Norwood | Eugene, OR | 2020-01-31 |
| Cary Torkelson | Eugene, OR | 2020-01-31 |
| Daniel Kinkler | Eugene, OR | 2020-01-31 |
| Ryan O'Toole | Eugene, OR | 2020-01-31 |
| Hugh Torkelson | Eugene, US | 2020-01-31 |
| Dustin Drake | Eugene, OR | 2020-02-01 |
| Colleen McCaffrey | Eugene, OR | 2020-02-01 |
| Andrea Smyth | Eugene, OR | 2020-02-01 |
| narges milani | Tacoma, WA | 2020-02-01 |
| Miles Torkelson | Eugene, OR | 2020-02-01 |
| Stephen Wooten | Eugene, OR | 2020-02-01 |
| Josie Field | Eugene, OR | 2020-02-01 |
| Tim Blood | Eugene, OR | 2020-02-01 |
| Alison Marcus | Grants Pass, OR | 2020-02-01 |
| Teresa Caprioglio | Eugene, OR | 2020-02-01 |
| Ellen Scott | Eugene, OR | 2020-02-01 |
| Gillian Betterton | Eugene, OR | 2020-02-01 |

| Name | Location | Date |
|---------------------|-----------------|-------------|
| Rachel Dawson | Eugene, OR | 2020-02-01 |
| Shula Jaron | Eugene, OR | 2020-02-01 |
| Jessica Painter | Eugene, OR | 2020-02-01 |
| Hannah Mitchell | Eugene, OR | 2020-02-02 |
| Zoe Baskett | Eugene, OR | 2020-02-02 |
| Kyle Flashman | Eugene, OR | 2020-02-02 |
| John Harbick | Puyallup, US | 2020-02-02 |
| Cheyenne Way | Drain, OR | 2020-02-02 |
| Penelope McKibben | Springfield, OR | 2020-02-02 |
| Ariana Mull | Eugene, OR | 2020-02-02 |
| Pamela Torkelson | Eugene, OR | 2020-02-02 |
| Jones D. Hollister | Eugene, OR | 2020-02-02 |
| Rich Swanson | Eugene, OR | 2020-02-02 |
| Adelka Shawn | Eugene, OR | 2020-02-02 |
| Elisabeth Blum | Eugene, OR | 2020-02-02 |
| Elizabeth Utterback | Springfield, OR | 2020-02-02 |
| Erin Stewart | Eugene, OR | 2020-02-02 |
| Erin Troberg | Eugene, OR | 2020-02-02 |
| Ana Lankutis | Springfield, OR | 2020-02-02 |
| Gayle Ford | Eugene, OR | 2020-02-02 |
| Blanca Bobadilla | Eugene, OR | 2020-02-02 |
| Shayla Powell | Springfield, OR | 2020-02-02 |

| Name | Location | Date |
|-----------------------|-------------------|-------------|
| Lena Houston Davisson | Eugene, OR | 2020-02-02 |
| Sonja Towner | Springfield, MA | 2020-02-02 |
| Elizabeth Bounds | Eugene, OR | 2020-02-02 |
| Pameia Smith | Eugene, OR | 2020-02-02 |
| Elizabeth Uchytel | Eugene, OR | 2020-02-02 |
| Jessie Green | Eugene, OR | 2020-02-02 |
| Don Macnaughtan | Eugene, OR | 2020-02-02 |
| Laural Miller | Eugene, OR | 2020-02-02 |
| Patrick Schranck | Eugene, OR | 2020-02-02 |
| Elyse Polston | Springfield, OR | 2020-02-02 |
| robin doerr | Santa Barbara, CA | 2020-02-02 |
| Frances Voss | Eugene, OR | 2020-02-02 |
| Gayle Knapp | Creswell, OR | 2020-02-02 |
| John Francis Hill | Berkeley, CA | 2020-02-03 |
| Preston Cornutt | Eugene, OR | 2020-02-03 |
| William Niedermeyer | Eugene, OR | 2020-02-03 |
| Krista Huhtala | Eugene, OR | 2020-02-03 |
| Mary Robertson | Eugene, OR | 2020-02-03 |
| Kiera Yohn | Eugene, OR | 2020-02-03 |
| Ryan McGill | Springfield, OR | 2020-02-03 |
| Ashley Stephens | Eugene, OR | 2020-02-03 |
| Autumn Griffin | Eugene, OR | 2020-02-03 |

| Name | Location | Date |
|------------------|-----------------|-------------|
| Ralph Lopez | Eugene, OR | 2020-02-03 |
| Samantha Welch | Eugene, OR | 2020-02-03 |
| Wesley DeHart | Eugene, OR | 2020-02-03 |
| Tiffani Willis | Eugene, OR | 2020-02-03 |
| Amy Chinitz | Eugene, OR | 2020-02-03 |
| skele helising | Eugene, OR | 2020-02-03 |
| Sterling Sirois | Eugene, OR | 2020-02-03 |
| Jilynn Cherish | eugene, OR | 2020-02-03 |
| Rose Geil | Springfield, OR | 2020-02-03 |
| Kyle Perez | Eugene, OR | 2020-02-03 |
| georgia bartlett | Eugene, OR | 2020-02-03 |
| Jessica Russell | Eugene, OR | 2020-02-03 |
| Tom Berg | Eugene, OR | 2020-02-03 |
| Kathleen Pinney | Eugene, OR | 2020-02-03 |
| ROSALIND TROTTER | Eugene, OR | 2020-02-03 |
| Richard Hiltner | Eugene, OR | 2020-02-03 |
| Savona Cook | Eugene, OR | 2020-02-03 |
| Sarah Geddry | Eugene, OR | 2020-02-03 |
| Audrey Medina | Eugene, OR | 2020-02-03 |
| Carla Dela Cruz | Eugene, OR | 2020-02-03 |
| Cynthia Gill | Puyallup, WA | 2020-02-03 |
| Anita Smallwood | Eugene, OR | 2020-02-03 |

| Name | Location | Date |
|--------------------|------------------|-------------|
| J Jones | Clatskanie, OR | 2020-02-03 |
| ashley angulo | los angeles, CA | 2020-02-03 |
| Bernie Maengen | Eugene, OR | 2020-02-03 |
| Kim Warner | Eugene, OR | 2020-02-03 |
| Louise Prevost | Eugene, OR | 2020-02-04 |
| Marc Gunther | Eugene, OR | 2020-02-04 |
| Barbara Aubin | Eugene, OR | 2020-02-04 |
| Owen Lloyd | Myrtle Creek, OR | 2020-02-04 |
| Ida Okerberg | Eugene, OR | 2020-02-04 |
| Lee DeVeau | Eugene, OR | 2020-02-04 |
| Shelley Klappholz | Eugene, OR | 2020-02-04 |
| Margaret Robertson | Eugene, OR | 2020-02-04 |
| Johnell Warren | Clearlake, CA | 2020-02-04 |
| Donna Drews | Seattle, WA | 2020-02-04 |
| Victoria Paden | Eugene, OR | 2020-02-04 |
| Tricia Hedin | Eugene, OR | 2020-02-04 |
| Kelly Ritter | US | 2020-02-04 |
| Sara Truelove | US | 2020-02-04 |
| Melda DeSalvo | Eugene, OR | 2020-02-04 |
| Olivia Sparks | Eugene, OR | 2020-02-04 |
| Sequoia Jackson | Eugene, OR | 2020-02-04 |
| Darren Nelson | Eugene, OR | 2020-02-04 |

| Name | Location | Date |
|---------------------|----------------------------|-------------|
| Melissa Nixon | Eugene, OR | 2020-02-04 |
| Jonathan Larson | Eugene, OR | 2020-02-04 |
| Reahana Klote-Nagel | Eugene, OR | 2020-02-04 |
| Caitlyn hanamoto | Eugene, OR | 2020-02-04 |
| Ananda Rittenhouse | Eugene, OR | 2020-02-04 |
| Luca Randall | Eugene, OR | 2020-02-04 |
| Moriah Hawk | Eugene, OR | 2020-02-04 |
| Dana Young | Eugene, OR | 2020-02-04 |
| Dylan Vitale | US | 2020-02-04 |
| jasmine Abeles | Eugene, OR | 2020-02-04 |
| Margaret James | Eugene, OR | 2020-02-04 |
| Dylan Sprenger | Battle Ground, WA | 2020-02-04 |
| Nathaniel Crowell | Eugene, OR | 2020-02-04 |
| Pam Gon | San Andres Cholula, Mexico | 2020-02-04 |
| Richard Cooper | Tacoma, WA | 2020-02-04 |
| Kee Banks | Eugene, OR | 2020-02-04 |
| Josiah Hill-Meyer | Eugene, OR | 2020-02-04 |
| Josva Halseide | Portland, OR | 2020-02-04 |
| Tara Booth | Tigard, OR | 2020-02-04 |
| Julie Reisner | Eugene, OR | 2020-02-04 |
| Michael Braga | Eugene, OR | 2020-02-04 |
| Ed Dorsch | Eugene, OR | 2020-02-04 |

| Name | Location | Date |
|-----------------------|-----------------|-------------|
| Ken Neubeck | Eugene, OR | 2020-02-04 |
| Emily Aguilera | Eugene, OR | 2020-02-04 |
| Rebecca Marshall | Eugene, OR | 2020-02-04 |
| Donna Snider | Eugene, OR | 2020-02-04 |
| Russell Croker | Ilford, UK | 2020-02-04 |
| Steve Elenich | Hancock, US | 2020-02-04 |
| Samara Garcia | Muscantine, US | 2020-02-04 |
| Maribel Marulanda | New York, US | 2020-02-04 |
| Kelly Nestelroad | Kansas City, US | 2020-02-04 |
| Christine Cadwallader | Eugene, OR | 2020-02-04 |
| Иван Шорохов | Барнаул, US | 2020-02-04 |
| Heather Isaac | Vista, US | 2020-02-04 |
| Kiana Vegar | Eugene, OR | 2020-02-04 |
| EDWARD GOEHRING | Eugene, OR | 2020-02-04 |
| Benjamin Cooper | Eugene, OR | 2020-02-04 |
| Becky Hamann | Springfield, OR | 2020-02-04 |
| Kaya Mosher | Portland, OR | 2020-02-04 |
| James Burdick | Springfield, OR | 2020-02-04 |
| stephanie barbuto | Drain, OR | 2020-02-04 |
| Theresa ODonnell | Eugene, OR | 2020-02-04 |
| Mark Beezley | Charlotte, NC | 2020-02-04 |
| Johnny McGurn | Eugene, OR | 2020-02-04 |

| Name | Location | Date |
|-------------------------|-----------------|-------------|
| Esau Gavett | New York, NY | 2020-02-04 |
| Kara Manis | Eugene, OR | 2020-02-04 |
| Katelyn Rich | US | 2020-02-04 |
| Gloria Ríos | Springfield, OR | 2020-02-04 |
| Circe Bromley | Eugene, OR | 2020-02-04 |
| Cheyenne Hamann | Springfield, OR | 2020-02-04 |
| Doralba L. Perez Ibanez | Eugene, OR | 2020-02-04 |
| Leanna Cox | Eugene, OR | 2020-02-04 |
| Cherie Hamann | Springfield, OR | 2020-02-04 |
| Lanie Millar | Eugene, OR | 2020-02-04 |
| Linda Steller | Eugene, OR | 2020-02-04 |
| Danielle Augustenborg | Eugene, US | 2020-02-04 |
| Zeke Mosher | Eugene, OR | 2020-02-04 |
| Maria Moreno | Eugene, OR | 2020-02-04 |
| Logan Gowen | Eugene, OR | 2020-02-04 |
| Brenda Bair | Eugene, OR | 2020-02-04 |
| Helene Krothe | Eugene, OR | 2020-02-05 |
| Linda Card | Georgetown, TX | 2020-02-05 |
| Ginny Steller | Springfield, OR | 2020-02-05 |
| Garrison Mayall | Springfield, OR | 2020-02-05 |
| Lucilla Butler | Eugene, OR | 2020-02-05 |
| Katharina Mark | Eugene, OR | 2020-02-05 |

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Michael Grillo | Eugene, OR | 2020-02-05 |
| Hailey Lessel | Eugene, OR | 2020-02-05 |
| Lindsay Murray | Eugene, OR | 2020-02-05 |
| Brandon Russell | Eugene, OR | 2020-02-05 |
| Tina Frison | Veneta, OR | 2020-02-05 |
| Conon Rain | Eugene, OR | 2020-02-05 |
| Charlotte Ruiz | US | 2020-02-05 |
| Carolyn Bergquist | Eugene, OR | 2020-02-05 |
| Amber Perry | Eugene, OR | 2020-02-05 |
| Meredith Durham | Eugene, OR | 2020-02-05 |
| Heather Brown | Eugene, OR | 2020-02-05 |
| Leila Snow | Eugene, OR | 2020-02-05 |
| Christi Davis | US | 2020-02-05 |
| Alina Kelly | Springfield, OR | 2020-02-05 |
| delanie shelton | eugene, OR | 2020-02-05 |
| Jessina Van Datta | Eugene, OR | 2020-02-05 |
| crystal byrd | eugene, OR | 2020-02-05 |
| Erin McKercher | Eugene, OR | 2020-02-05 |
| Jessica Polson | Eugene, US | 2020-02-05 |
| Robert Nelson | Eugene, OR | 2020-02-05 |
| john link | Denver, US | 2020-02-05 |
| Norio Skilling | Eugene, OR | 2020-02-05 |

| Name | Location | Date |
|-------------------|-------------------|-------------|
| Carolyn Hewitt | Dexter, OR | 2020-02-05 |
| Cathy anderson | eugene, OR | 2020-02-05 |
| Willow Cordain | Eugene, OR | 2020-02-05 |
| Andy Darnall | Eugene, OR | 2020-02-05 |
| Kelli Morgan | Eugene, OR | 2020-02-05 |
| Teri Velazquez | Springfield, OR | 2020-02-05 |
| John Cleland | Seattle, WA | 2020-02-05 |
| Caryn Yonko | Eugene, OR | 2020-02-05 |
| Karry Lara | Eugene, OR | 2020-02-05 |
| Tyson Shatswell | Eugene, OR | 2020-02-05 |
| Deen NicRae | Eugene, OR | 2020-02-05 |
| Miles Anthony | Eugene, OR | 2020-02-05 |
| Elle Finery | Eugene, OR | 2020-02-05 |
| Tyler Bowman | Portland, OR | 2020-02-05 |
| conor aines | Eugene, OR | 2020-02-05 |
| Mike Mayberry | Springfield, OR | 2020-02-05 |
| Camilla Dussinger | Springfield, OR | 2020-02-05 |
| Hannah Roberts | US | 2020-02-05 |
| Lazaro Torres | Miami, US | 2020-02-05 |
| Alice Stroud | Eugene, OR | 2020-02-05 |
| Jen Garrett | Junction city, OR | 2020-02-05 |
| anthony fiore | Eugene, OR | 2020-02-06 |

| Name | Location | Date |
|----------------------|------------------|-------------|
| Matt Moore | Eugene, OR | 2020-02-06 |
| Kylie Homsley | Eugene, OR | 2020-02-06 |
| Laura Schulte | Eugene, OR | 2020-02-06 |
| Crystal Jones | Eugene, OR | 2020-02-06 |
| Darcey Petersen | Seattle, WA | 2020-02-06 |
| Sherry Gallion | Eugene, OR | 2020-02-06 |
| Brian McDermott | Springfield, OR | 2020-02-06 |
| Ruth Kirtner | Eugene, OR | 2020-02-06 |
| Karyn Bijleveld | Eugene, OR | 2020-02-06 |
| Lisa Brauer | Eugene, OR | 2020-02-06 |
| Mark Leahey | Eugene, OR | 2020-02-06 |
| Ariana Espinoza | Elmira, OR | 2020-02-06 |
| Darell Smith | Eugene, OR | 2020-02-06 |
| Jean Jackson | Eugene, OR | 2020-02-06 |
| ROSER ESCODA SALVADO | TARRAGONA, Spain | 2020-02-06 |
| Cassandra Estep | Eugene, OR | 2020-02-06 |
| Kelsey Howe | Eugene, OR | 2020-02-06 |
| Dana Hercbergs | Eugene, OR | 2020-02-06 |
| Mario Tennon | Springfield, OR | 2020-02-06 |
| joy thomson | eugene, OR | 2020-02-06 |
| Lindsay Royals | Eugene, OR | 2020-02-06 |
| Flower Power | Eugene, OR | 2020-02-06 |

| Name | Location | Date |
|-----------------|-------------------|-------------|
| Larry Larson | Walterville, OR | 2020-02-06 |
| Callahan Jones | Eugene, OR | 2020-02-06 |
| Brandon Schmidt | Eugene, OR | 2020-02-06 |
| Jimmy Rotharmel | Portland, OR | 2020-02-06 |
| Darcy Samson | eugene, OR | 2020-02-06 |
| Ryan Liu | Eugene, OR | 2020-02-06 |
| Ann Shaffer | Eugene, OR | 2020-02-06 |
| Kayla Love | Springfield, OR | 2020-02-06 |
| Toni Hamilton | Clawson, MI | 2020-02-06 |
| Carly Schmidt | Eugene, OR | 2020-02-06 |
| Lillian Huebner | Eugene, OR | 2020-02-06 |
| Dani Oliver | Eugene, OR | 2020-02-06 |
| Millie Larson | Eugene, OR | 2020-02-06 |
| :) | Pompano Beach, US | 2020-02-06 |
| Teri Craven | Eugene, OR | 2020-02-06 |
| Mark Rockwell | Eugene, OR | 2020-02-06 |
| Janet Lowman | Sunnyvale, US | 2020-02-07 |
| Cathy Bouton | Seattle, WA | 2020-02-07 |
| Claire Graman | Eugene, OR | 2020-02-07 |
| Trevor Pasley | Eugene, OR | 2020-02-07 |
| Geoffrey Gordon | Eugene, OR | 2020-02-07 |
| Grace Collins | Springfield, OR | 2020-02-07 |

| Name | Location | Date |
|------------------|--------------------|-------------|
| m.v. cassell | Eugene, OR | 2020-02-07 |
| Will Kraemer | Eugene, OR | 2020-02-07 |
| Logan Brooks | Eugene, OR | 2020-02-07 |
| Olga Garcia | Eugene, OR | 2020-02-07 |
| Leia Williams | Eugene, OR | 2020-02-07 |
| Daniel Borson | Eugene, OR | 2020-02-07 |
| Mary Duarte | Eugene, OR | 2020-02-07 |
| Bunnie Hake | Eugene, OR | 2020-02-07 |
| Kristin Humphrey | Eugene, OR | 2020-02-07 |
| Brooke Larson | Eugene, OR | 2020-02-07 |
| Ramona Larson | Eugene, OR | 2020-02-07 |
| Amanda Rene | Anderson, CA | 2020-02-07 |
| Amanda Finegold | Eugene, OR | 2020-02-07 |
| Edward Teague | Eugene, OR | 2020-02-07 |
| Gordon Harlow | Portland, OR | 2020-02-07 |
| Tanja Petal | Eugene, OR | 2020-02-07 |
| Angela Packard | Eugene, OR | 2020-02-07 |
| Monika Ruwaimana | Sleman, Indonesia | 2020-02-07 |
| Joseph Smith | Eugene, OR | 2020-02-07 |
| Katherine Parks | Rancho Cordova, US | 2020-02-07 |
| Kurtis Mcalister | Eugene, OR | 2020-02-08 |
| Ramona Stone | Eugene, OR | 2020-02-08 |

| Name | Location | Date |
|------------------------|-----------------|-------------|
| River Shepherd | Eugene, OR | 2020-02-08 |
| Unkillable Fevermancer | Eugene, OR | 2020-02-08 |
| Donna Rice | Oakridge, OR | 2020-02-08 |
| Elizabeth Hickey | Springfield, OR | 2020-02-08 |
| andrea beardsley | eugene, OR | 2020-02-08 |
| Blyss Hansen | Eugene, OR | 2020-02-08 |
| Sam Sprague | Eugene, OR | 2020-02-08 |
| Rosemary Childs | US | 2020-02-08 |
| Nicole Kacin | Eugene, OR | 2020-02-08 |
| Marvin Miller | Seattle, WA | 2020-02-08 |
| Anne Hardy | Eugene, OR | 2020-02-08 |
| Rosana Costello | Eugene, OR | 2020-02-08 |
| barbara weinstein | Eugene, OR | 2020-02-08 |
| Tabitha Braley | Eugene, OR | 2020-02-08 |
| Dayel Chapman | Eugene, OR | 2020-02-08 |
| Anni Maver | Eugene, OR | 2020-02-08 |
| Amanda Beckelhimer | Springfield, OR | 2020-02-08 |
| Mandi Bishop | Eugene, OR | 2020-02-09 |
| Brett Anderson | Eugene, OR | 2020-02-09 |
| Julie Martin | Frederic, US | 2020-02-09 |
| Amy Olalde | Eugene, OR | 2020-02-09 |
| Michelle Klemens | Eugene, OR | 2020-02-09 |

| Name | Location | Date |
|-----------------------|---------------------------|-------------|
| Nicole McCall | Eugene, OR | 2020-02-09 |
| Lindsay Milligan | Eugene, OR | 2020-02-09 |
| Jacqueline Trunnell | Eugene, OR | 2020-02-09 |
| Bruce Bean | Eugene, OR | 2020-02-09 |
| Sierra Gross | Eugene, OR | 2020-02-09 |
| Marilyn Kolodziejczyk | Eugene, OR | 2020-02-09 |
| Elijah Ari | Aliso Viejo, CA | 2020-02-09 |
| Tracy Thomas | Eugene, OR | 2020-02-09 |
| Michael Pryce | Eugene, OR | 2020-02-09 |
| Adriana Castanon | Springfield, OR | 2020-02-09 |
| Kathleen Kendrick | Eugene, OR | 2020-02-09 |
| Laura Clegg | Springfield, OR | 2020-02-09 |
| Steve Morse | Eugene, OR | 2020-02-09 |
| Barbara George | eugene, OR | 2020-02-09 |
| Leah Lowthorp | Thiruvananthapuram, India | 2020-02-09 |
| Hanna Sites | Eugene, OR | 2020-02-09 |
| Becky Fay | Eugene, OR | 2020-02-09 |
| Clay Manders | Eugene, OR | 2020-02-09 |
| Sarah Dooley | Portland, OR | 2020-02-09 |
| Brooklyn Hurd | Eugene, OR | 2020-02-09 |
| Fred Houston | Wilmington, VT | 2020-02-09 |
| George Neally | Eugene, OR | 2020-02-09 |

| Name | Location | Date |
|-----------------------------|-------------------|-------------|
| Ur mom gay Sub to pewdiepie | Sugar Land, US | 2020-02-10 |
| Annie Fidler | Biglerville, US | 2020-02-10 |
| Hailey Glenn | Cedar Crest, US | 2020-02-10 |
| Dorothy Hansen | Harwich, US | 2020-02-10 |
| Zoraida Santos | Miami, US | 2020-02-10 |
| Yomalli Rodriguez | Bellflower, US | 2020-02-10 |
| Andrew H | Spring, US | 2020-02-10 |
| Austin Morales | San Antonio, US | 2020-02-10 |
| gustavo gamboa | Miami, FL | 2020-02-10 |
| Sheri Wharton | Eugen, OR | 2020-02-10 |
| Heather Apostolopoulos | Eugene, OR | 2020-02-10 |
| Peter Johnson | Portland, OR | 2020-02-10 |
| Amy Hollenberry | Springfield, OR | 2020-02-10 |
| Katie Dettman | Eugene, OR | 2020-02-10 |
| Rachelle Saltzman | Eugene, OR | 2020-02-10 |
| Vitaly Freidin | Eugene, OR | 2020-02-10 |
| Ian Graepel | Winter Park, US | 2020-02-10 |
| Obama Care | Edmond, US | 2020-02-10 |
| Venna mckenzie | Federal Way, US | 2020-02-10 |
| Omoruyi Osagie | Mableton, US | 2020-02-10 |
| Patricia Gilley | US | 2020-02-10 |
| Haley Lynn | Commerce City, US | 2020-02-10 |

| Name | Location | Date |
|---------------------|-----------------------|-------------|
| piper gradis | Portland, US | 2020-02-10 |
| Maxine Peterson | Lithonia, US | 2020-02-10 |
| Alina Pele-Martinez | Houston, US | 2020-02-10 |
| Leonardo Goncalves | Elk Grove, US | 2020-02-10 |
| Sierra Wilkinson | Oklahoma City, US | 2020-02-10 |
| Marc ODell | Montpelier, US | 2020-02-10 |
| Khristy Nickler | Galion, US | 2020-02-10 |
| Zachary Rusboldt | Santa Cruz, US | 2020-02-10 |
| Yonnis Turcios | Houston, US | 2020-02-10 |
| Charlene Seaton | Eugene, OR | 2020-02-10 |
| Laura Croston | Eugene, OR | 2020-02-10 |
| Sandra Fulton | Seattle, WA | 2020-02-10 |
| Jalyn Gottstein | Eugene, US | 2020-02-10 |
| Christa Lowe | eugene, OR | 2020-02-10 |
| Kristina Estabrook | Eugene, OR | 2020-02-10 |
| Amber Robeson | US | 2020-02-10 |
| Rene Minz | Auckland, New Zealand | 2020-02-10 |
| Mariah Lynch | Eugene, OR | 2020-02-11 |
| Stephanie Turnbull | Eugene, OR | 2020-02-11 |
| Barbara Hunter | Eugene, OR | 2020-02-11 |
| Andrew Schalbrack | Eugene, OR | 2020-02-11 |
| Anna Stehle | Eugene, OR | 2020-02-11 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Pedro Perez | Eugene, OR | 2020-02-11 |
| Savannah Maestre | Eugene, OR | 2020-02-11 |
| Katharine Carvelli | Seattle, OR | 2020-02-11 |
| Irina Vetchinkina | Eugene, OR | 2020-02-11 |
| Marcy Baskett | Eugene, OR | 2020-02-11 |
| Coileen Nguyen | Eugene, OR | 2020-02-11 |
| Alison Cassin | Eugene, OR | 2020-02-11 |
| Kathryn Reed | Eugene, OR | 2020-02-11 |
| Julia Richards | Eugene, OR | 2020-02-11 |
| Lise Bartlett | Eugene, OR | 2020-02-11 |
| Lin Shaofeng | New York, US | 2020-02-11 |
| Donald Shaw | SYRACUSE, US | 2020-02-11 |
| Tom Caples | Eugene, OR | 2020-02-11 |
| Luodi Yu | Houston, US | 2020-02-11 |
| Abe Bertholf | Eugene, OR | 2020-02-11 |
| Sophia Atkinson | Eugene, OR | 2020-02-11 |
| Susana sotelo | Rialto, US | 2020-02-11 |
| Jessica Katon | Eugene, OR | 2020-02-11 |
| Susan Beals | Eugene, OR | 2020-02-11 |
| maura egan | eugene, OR | 2020-02-11 |
| Sufi Olsen | Wilsonville, OR | 2020-02-11 |
| Madeline Santoyo | Eugene, OR | 2020-02-11 |

| Name | Location | Date |
|-----------------------|----------------------|-------------|
| Adhana Fletcher | US | 2020-02-11 |
| Kurt Whitlock | Eugene, OR | 2020-02-11 |
| Leta Tillitt | Los Angeles, CA | 2020-02-11 |
| Laura Fischrup | Eugene, OR | 2020-02-11 |
| arnav sastry | San Ramon, US | 2020-02-11 |
| Alexandria Gilliam | Eugene, OR | 2020-02-11 |
| Margaret Malsch | Eugene, OR | 2020-02-11 |
| Lorelei Allen | Eugene, OR | 2020-02-11 |
| Frances Krygier | Eugene, OR | 2020-02-11 |
| Morgan Cannon | Portland, OR | 2020-02-11 |
| Mark Hutchinson | Eugene, OR | 2020-02-11 |
| Merri Steele | Eugene, OR | 2020-02-11 |
| Ahja Swanberg | Eugene, OR | 2020-02-11 |
| Sam Balducci | Lake Saint Louis, US | 2020-02-11 |
| Ava Dancy | US | 2020-02-11 |
| Carol Alexander | Orange, US | 2020-02-11 |
| Ashley Habersaat | Oakridge, OR | 2020-02-11 |
| Bryan Henne | Eugene, OR | 2020-02-11 |
| Ella Yucho | Eugene, OR | 2020-02-11 |
| Zoe Baskett | Eugene, OR | 2020-02-11 |
| Gunawan Darmadi | Seattle, WA | 2020-02-11 |
| David and Judith Berg | Eugene, OR | 2020-02-11 |

| Name | Location | Date |
|--------------------|---------------------|-------------|
| Sunny Maxwell | Eugene, OR | 2020-02-11 |
| Peter Tassi | Seattle, WA | 2020-02-11 |
| Hart Williams | Eugene, OR | 2020-02-11 |
| Andrea Plesnarski | Eugene, OR | 2020-02-11 |
| Anthony Hall | Eugene, OR | 2020-02-11 |
| Pamela Alexandria | Eugene, OR | 2020-02-12 |
| Ashley Chance | Eugene, OR | 2020-02-12 |
| Bedo Crafts | Port Orford, OR | 2020-02-12 |
| Cassie Carney | Eugene, OR | 2020-02-12 |
| Stephen Cole | Eugene, OR | 2020-02-12 |
| Leslie Maguire | Eugene, OR | 2020-02-12 |
| Melissa Randolph | Eugene, OR | 2020-02-12 |
| Calista Taylor | Eugene, OR | 2020-02-12 |
| Charles Smith | Eugene, OR | 2020-02-12 |
| laila pettersson | malpais, Costa Rica | 2020-02-12 |
| Stacey Steigner | Eugene, OR | 2020-02-12 |
| Melissa Watts | Springfield, OR | 2020-02-12 |
| Guru Bhajan Khalsa | Eugene, OR | 2020-02-12 |
| Timothy Toribio | Eugene, OR | 2020-02-12 |
| Julie Yampolsky | Eugene, OR | 2020-02-12 |
| Jagdish Khalsa | Eugene, OR | 2020-02-12 |
| Catherine Zosel | Eugene, OR | 2020-02-12 |

| Name | Location | Date |
|--------------------|-------------------|-------------|
| Grace Gorda | Eugene, OR | 2020-02-12 |
| Kalle Pierce | Eugene, OR | 2020-02-12 |
| Bethany Eldridge | Junction City, OR | 2020-02-12 |
| Amber Bates | Eugene, OR | 2020-02-12 |
| Tristan Lopez | Avondale, US | 2020-02-12 |
| WUSHUR BAK | Norman, US | 2020-02-12 |
| Kelvin Davila | Brooklyn, US | 2020-02-12 |
| Jennifer Lindsey | Eugene, OR | 2020-02-12 |
| Alexandria Jackson | Eugene, OR | 2020-02-12 |
| Brendan Egdorf | Eugene, OR | 2020-02-12 |
| Sarah Fisher | Eugene, OR | 2020-02-12 |
| Jean Nelson | Eugene, OR | 2020-02-12 |
| Maria Eaton | Florence, US | 2020-02-12 |
| Alandra Morin | Eugene, OR | 2020-02-12 |
| Suzanne Swift | Eugene, OR | 2020-02-12 |
| Mathew Garibay | Springfield, OR | 2020-02-12 |
| Ally House | Eugene, OR | 2020-02-12 |
| Kayleigh Peterman | Eugene, OR | 2020-02-12 |
| Jarod Doerner | Eugene, OR | 2020-02-12 |
| Sarah Allen | US | 2020-02-12 |
| Melissa Heithaus | Mckinney, US | 2020-02-12 |
| Daniel Lopez | Redwood City, US | 2020-02-12 |

| Name | Location | Date |
|--------------------|--------------------|-------------|
| Heather Cole | Eugene, OR | 2020-02-12 |
| Mike Marchitello | Belleville, US | 2020-02-12 |
| Cesar Martinez | Myrtle Beach, US | 2020-02-12 |
| DeShawn Washington | Chicago, US | 2020-02-12 |
| Justin Kaufman | Fort Wayne, US | 2020-02-12 |
| Susan Saikami | South Pasadena, US | 2020-02-12 |
| Daniel Miller | Cape Coral, US | 2020-02-12 |
| Robert Aslanian | Yarmouth Port, US | 2020-02-12 |
| Melinda Aguilar | Sacramento, US | 2020-02-12 |
| Jared Goodman | Hopkinsville, US | 2020-02-12 |
| Cameron Tuttle | Kent, US | 2020-02-12 |
| Mattigan Walters | Fargo, US | 2020-02-12 |
| Nicole Coureaux | Miami, US | 2020-02-12 |
| Marcia Tuerk | Eugene, OR | 2020-02-12 |
| A.A. Bennett | Eugene, OR | 2020-02-12 |
| ben heitman | Eugene, OR | 2020-02-12 |
| Zack Smith | Eugene, OR | 2020-02-12 |
| Bryce Wood | Eugene, OR | 2020-02-12 |
| Jared Bobak | Eugene, OR | 2020-02-12 |
| Katelyn Miller | Eugene, OR | 2020-02-12 |
| ellie McAlpine | Jefferson, OR | 2020-02-12 |
| Stacy Yurishcheva | Eugene, OR | 2020-02-12 |

| Name | Location | Date |
|-------------------------------------|-----------------|-------------|
| Stephanie Keeley | Eugene, OR | 2020-02-12 |
| Leah Murray | Eugene, OR | 2020-02-12 |
| Joseph Ycaza | Portland, OR | 2020-02-12 |
| Briana Blade | Eugene, OR | 2020-02-12 |
| William Minnick | Springfield, OR | 2020-02-13 |
| Jessica Young | Eugene, OR | 2020-02-13 |
| Alexes Montes | San Jose, CA | 2020-02-13 |
| Jeff Kidder | Eugene, OR | 2020-02-13 |
| Theodore Lafoilette | Seattle, WA | 2020-02-13 |
| Mary Shepherd | Eugene, OR | 2020-02-13 |
| ann Elizabeth Stuart | Eugene, OR | 2020-02-13 |
| Shana Cooper | Springfield, OR | 2020-02-13 |
| Roxanne Martin | Eugene, OR | 2020-02-13 |
| Aaron Rawlins | Eugene, OR | 2020-02-13 |
| carolshiprack@gmail.com Shiprack | Welches, OR | 2020-02-13 |
| Mason Blake | Bend, OR | 2020-02-13 |
| Hannah Vandagrifft | Eugene, OR | 2020-02-13 |
| Mary Young | Eugene, OR | 2020-02-13 |
| Zion Engel | Eugene, OR | 2020-02-13 |
| Anthony Selvey | Eugene, OR | 2020-02-13 |
| Andrea Ros | Eugene, OR | 2020-02-13 |

| Name | Location | Date |
|----------------------|-------------------|-------------|
| Natalie Gray | Pacific Grove, CA | 2020-02-13 |
| Debra McCawley | Fort Worth, TX | 2020-02-13 |
| Janice Gonzalez | Eugene, OR | 2020-02-13 |
| CHRISTINE EMERSON | Eugene, OR | 2020-02-13 |
| Karla Tiller-Barclay | Oakridge, OR | 2020-02-13 |
| Vaierie Zimmerman | Ridgefield, WA | 2020-02-13 |
| David Wlls | Seattle, WA | 2020-02-13 |
| Thaddeus Crimminger | Eugene, OR | 2020-02-13 |
| Amber Bratton Reeder | Dorena, OR | 2020-02-13 |
| Donna Rose | EUGENE, OR | 2020-02-13 |
| Marie Vitulli | Eugene, OR | 2020-02-13 |
| Ashley Easter | Junction City, OR | 2020-02-13 |
| Lyndsie Pastor | Creswell, OR | 2020-02-13 |
| Timothy Chuey | Eugene, OR | 2020-02-13 |
| Karen Kaino, | Eugene, OR | 2020-02-13 |
| Sabryna Miller | Eugene, OR | 2020-02-13 |
| Nickolai Oakley | Eugene, OR | 2020-02-13 |
| Emily Sheets | Columbus, US | 2020-02-13 |
| Leif Akerson | Bend, OR | 2020-02-13 |
| Brenda Sotelo | Houston, US | 2020-02-13 |
| David Levin | Eugene, OR | 2020-02-13 |
| Michael Franklin | Columbus, OH | 2020-02-13 |

| Name | Location | Date |
|--------------------|-------------------|-------------|
| Janice Reddaway | Portland, US | 2020-02-13 |
| Anya Caro | Eugene, OR | 2020-02-13 |
| Maryanne Peaslee | Dexter, OR | 2020-02-13 |
| Sioux Perry | San Francisco, US | 2020-02-13 |
| Janet Hardy | Eugene, OR | 2020-02-13 |
| Emily Mooney | Eugene, OR | 2020-02-13 |
| Morgan Kaselau | Eugene, OR | 2020-02-13 |
| Clearysage Roy | Grants Pass, OR | 2020-02-13 |
| Kevin Cronin | Eugene, OR | 2020-02-13 |
| Benjamin Taber | Eugene, OR | 2020-02-13 |
| Krista Hirt | Eugene, OR | 2020-02-13 |
| Kazia Sarpola | Eugene, OR | 2020-02-13 |
| Kenneth Smith | Eugene, OR | 2020-02-13 |
| Casey Houlihan | Las Vegas, NV | 2020-02-13 |
| Marianne Levin | Appleton, WI | 2020-02-13 |
| Holly McGrath | Eugene, OR | 2020-02-13 |
| Rebecca Sarpola | Seaside, OR | 2020-02-13 |
| Karen Reed | Eugene, OR | 2020-02-13 |
| christopher murray | Eugene, OR | 2020-02-13 |
| Shawna Boyd | Eugene, OR | 2020-02-13 |
| Nicole Loen | Eugene, OR | 2020-02-13 |
| Andrew West | Vancouver, WA | 2020-02-13 |

| Name | Location | Date |
|-----------------------|-------------------|-------------|
| christie hill | Eugene, OR | 2020-02-13 |
| Mary Anderson | Eugene, OR | 2020-02-13 |
| heather stewart | Eugene, OR | 2020-02-13 |
| Erin Hauge | Cottage Grove, OR | 2020-02-14 |
| Lynne Lucas | Eugene, OR | 2020-02-14 |
| Kraymer keele | Eugene, OR | 2020-02-14 |
| Jeff Robin | Eugene, OR | 2020-02-14 |
| Kevin Conway | Ridgefield, WA | 2020-02-14 |
| Michelle Eves | Eugene, OR | 2020-02-14 |
| Holly Paddock | Eugene, OR | 2020-02-14 |
| Gui Aksit | Eugene, OR | 2020-02-14 |
| Hayli Thomas | Eugene, OR | 2020-02-14 |
| Andi Graham | Portland, OR | 2020-02-14 |
| Barb Ryan | Eugene, OR | 2020-02-14 |
| Samuel Marcus | keizer, OR | 2020-02-14 |
| Samantha Tornetta | Leavenworth, KS | 2020-02-14 |
| Katie Proctor | Plano, TX | 2020-02-14 |
| Josie Randles | Phoenix, AZ | 2020-02-14 |
| Heaven Buzzard | US | 2020-02-14 |
| Manuel Mejía Gonzalez | Springfield, OR | 2020-02-14 |
| Harriet Behm | Eugene, US | 2020-02-14 |
| H V | Eugene, OR | 2020-02-14 |

| Name | Location | Date |
|-----------------------|-----------------|-------------|
| Diana Olson | Eugene, OR | 2020-02-14 |
| Melissa Boor | Eugene, OR | 2020-02-14 |
| Ellen Ballantine | Eugene, OR | 2020-02-14 |
| Sherry Catlett | Springfield, OR | 2020-02-14 |
| Zachary Carroll | Eugene, OR | 2020-02-14 |
| Elizabeth Dutton | Eugene, OR | 2020-02-14 |
| Alexia Day | Springfield, OR | 2020-02-14 |
| Hailea Berglund | Eugene, OR | 2020-02-14 |
| K Hannon | Eugene, OR | 2020-02-14 |
| Mary Ann Wyrick | Eugene, OR | 2020-02-14 |
| Kaia Reinke | Eugene, OR | 2020-02-14 |
| Patricia Coder | Eugene, OR | 2020-02-14 |
| Taralynn Carter | Washington | 2020-02-14 |
| Claudio Condinanzo | Hialeah, US | 2020-02-14 |
| Steven Parker | Eugene, OR | 2020-02-14 |
| Casey Beasley-Bennett | Eugene, OR | 2020-02-14 |
| Marisa Fox | Springfield, OR | 2020-02-14 |
| Katie Sytsma | Eugene, OR | 2020-02-14 |
| Lada Korol | Eugene, OR | 2020-02-14 |
| Brenda Hernandez | Eugene, OR | 2020-02-14 |
| Jennica Schalmo | Eugene, OR | 2020-02-14 |
| Mia Thomson | Eugene, OR | 2020-02-14 |

| Name | Location | Date |
|------------------|-----------------|-------------|
| Logan Hernandez | Dover, US | 2020-02-14 |
| Travis Barker | Corona, US | 2020-02-14 |
| mev mev | vista, US | 2020-02-14 |
| Norm Wilmes | Yuba City, US | 2020-02-14 |
| JULIA CAPLICK | Boones Mill, US | 2020-02-14 |
| Summer Perkins | Kalispell, US | 2020-02-14 |
| Shadra Lewis | Eugene, OR | 2020-02-14 |
| Tel Woolsey | Eugene, OR | 2020-02-14 |
| Citrine Elatrash | Houston, US | 2020-02-14 |
| amanda Le | Cherry hill, US | 2020-02-14 |
| Brandon Robinson | Benton, US | 2020-02-14 |
| Noah Hempel | New York, US | 2020-02-14 |
| Jessenia Formick | Springfield, OR | 2020-02-14 |
| Melissa Murray | Eugene, OR | 2020-02-14 |
| Aden Mueller | Seattle, WA | 2020-02-14 |
| Ro Lynch | Eugene, OR | 2020-02-14 |
| Robert Jamed | Eugene, OR | 2020-02-14 |
| Faye Frazer | Eugene, OR | 2020-02-14 |
| jack weatherford | Cookeville, TN | 2020-02-14 |
| BD Marshall | San Antonio, US | 2020-02-14 |
| Tyra Potter | Veneta, OR | 2020-02-14 |
| Erik Johnson | Eugene, OR | 2020-02-14 |

| Name | Location | Date |
|-----------------------|-----------------------|-------------|
| Laura Welsh | Eugene, OR | 2020-02-14 |
| Katie Petersen | Eugene, OR | 2020-02-15 |
| Erica Marchand | Eugene, OR | 2020-02-15 |
| Jessica Chew | Eugene, OR | 2020-02-15 |
| A Yap | Portland, OR | 2020-02-15 |
| Di Barineau | Creswell, OR | 2020-02-15 |
| John Johnson | Eugene, OR | 2020-02-15 |
| NJ | Portland, OR | 2020-02-15 |
| Michelle Brenneman | Fort Collins, CO | 2020-02-15 |
| Shannon Reiser | Lexington, NE | 2020-02-15 |
| Aaron Davis | Eugene, OR | 2020-02-15 |
| Philip Swenson | Eugene, OR | 2020-02-15 |
| Heather Sielicki | Eugene, OR | 2020-02-15 |
| Robb Holloway | US | 2020-02-15 |
| Lisa Hill | Covington, WA | 2020-02-15 |
| Sophia Villarreal | Houston, TX | 2020-02-15 |
| Gary Catania | Commack, US | 2020-02-15 |
| Jacob Newell | Sloansville, US | 2020-02-15 |
| Hannah Clover-O'Meara | Eugene, OR | 2020-02-15 |
| Bradley Couture | 1445 E. 43rd Ave., OR | 2020-02-15 |
| Brad Nolen | Eugene, OR | 2020-02-15 |
| Kathy Contreras | New Caney, US | 2020-02-15 |

| Name | Location | Date |
|----------------------|---------------------|-------------|
| Raul Hernandez | Miami, US | 2020-02-15 |
| Acadia Baker | Wilson, US | 2020-02-15 |
| Geoff Pruett | Eugene, OR | 2020-02-15 |
| Katina Gantt | Evansville, IN | 2020-02-15 |
| Nicola Paul | Irvington, US | 2020-02-15 |
| Autumn Mills | Tampa, FL | 2020-02-15 |
| Salina Holden | Portland, US | 2020-02-15 |
| Aiana Lee | Beaverton, US | 2020-02-15 |
| Stephanie Lynn Boji | Troy, US | 2020-02-15 |
| Travis Coley | Galivants Ferry, US | 2020-02-15 |
| Troy Clark | Leominster, US | 2020-02-15 |
| Crystal Carrillo | San Gabriel, US | 2020-02-15 |
| Kaitlynn Dela pena | Puyallup, US | 2020-02-15 |
| Mike Pruchniewski | Lake City, US | 2020-02-15 |
| Kathleen E Mason | Riverside, US | 2020-02-15 |
| Dave Wolbert | Holland, US | 2020-02-15 |
| Deirdre Simpson | Cottage Grove, OR | 2020-02-15 |
| rolanda anelauskiene | Tacoma, WA | 2020-02-15 |
| Percy Jaster | Eugene, OR | 2020-02-15 |
| Anthony Nez | Eugene, OR | 2020-02-15 |
| Bradney Thomas | Rogue River, OR | 2020-02-15 |
| Karen Ramos | Eugene, OR | 2020-02-15 |

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Alex Schmidt | Eugene, OR | 2020-02-15 |
| Susanne Ammann | Eugene, OR | 2020-02-15 |
| Jessica Bell | Eugene, OR | 2020-02-15 |
| Dee Thurman | Portland, OR | 2020-02-15 |
| Alicia Rose | Eugene, OR | 2020-02-15 |
| JUDITH DINAN | Eugene, OR | 2020-02-15 |
| Dylan Taylor | Eugene, OR | 2020-02-16 |
| Carolyn McCarroll | Eugene, OR | 2020-02-16 |
| Kelly Payton | Eugene, OR | 2020-02-16 |
| Richard Hughes | Eugene, OR | 2020-02-16 |
| David Lodeesen | Eugene, OR | 2020-02-16 |
| Darko Sojak | Eugene, OR | 2020-02-16 |
| Crystal Newton | Eugene, OR | 2020-02-16 |
| Magdalen Rose | Corvallis, OR | 2020-02-16 |
| Sala Grady | Eugene, OR | 2020-02-16 |
| John Thielking | Eugene, OR | 2020-02-16 |
| Stephanie Simons | Eugene, OR | 2020-02-16 |
| Lesli Larson | Springfield, OR | 2020-02-16 |
| Emily Chick | Eugene, OR | 2020-02-16 |
| Shehayla Jones | Eugene, OR | 2020-02-16 |
| Dawn Wilbur | Inverness, US | 2020-02-16 |
| Vince Mendieta | Austin, US | 2020-02-16 |

| Name | Location | Date |
|-----------------------|------------------|-------------|
| Ajay Patel | US | 2020-02-16 |
| Shelia Gardner | US | 2020-02-16 |
| Callie Cook | Siler City, US | 2020-02-16 |
| Laurie Encinosa | Hopatcong, US | 2020-02-16 |
| Tabitha Frampton | Punxsutawney, US | 2020-02-16 |
| sharon place | Springfiled, OR | 2020-02-16 |
| Mileidys Febles Perez | Miami, US | 2020-02-16 |
| Jennifer Féérique | Springfield, OR | 2020-02-16 |
| Mary Doyon | Eugene, OR | 2020-02-16 |
| Patricia Little | Eugene, OR | 2020-02-16 |
| Sinikka Edelen | Eugene, OR | 2020-02-16 |
| Whitney Johnson | Muncie, US | 2020-02-16 |
| annabelle ipanaque | Hayward, US | 2020-02-16 |
| Vicky Flanagan | Burleson, US | 2020-02-16 |
| Alexa Serrano | Bridgeton, US | 2020-02-16 |
| William O'Hara | Hudson, US | 2020-02-16 |
| Walter Ott | Syracuse, US | 2020-02-16 |
| Nathaniel Johnson | Farmville, US | 2020-02-16 |
| Cynthia Spencer | Eugene, OR | 2020-02-16 |
| Hannah Breschard | Ventura, CA | 2020-02-16 |
| Adrienne Stompanato | Bloomington, US | 2020-02-16 |
| Penny Fountain | Austell, GA | 2020-02-16 |

| Name | Location | Date |
|-----------------------|------------------|-------------|
| Amanda Kinkade | Lake Orion, US | 2020-02-16 |
| Christopher Basinger | Los Angeles, US | 2020-02-16 |
| P. Chasin | Santa Monica, CA | 2020-02-16 |
| Gage Emmons | Eugene, OR | 2020-02-16 |
| John Hegg | Eugene, OR | 2020-02-16 |
| Alicia Munson | Eugene, OR | 2020-02-16 |
| Mary Steinberg-Pichey | Eugene, OR | 2020-02-16 |
| Jordan Byron | Springfield, OR | 2020-02-16 |
| Richard Stewart | Springfield, OR | 2020-02-16 |
| Diane Kaminsky | Seattle, WA | 2020-02-16 |
| Shawna Baynton | Eugene, OR | 2020-02-17 |
| Chrsi Leland | Eugene, OR | 2020-02-17 |
| Jane E Russell | Eugene, OR | 2020-02-17 |
| Jim Watson | Eugene, OR | 2020-02-17 |
| Tom Spofford | Eugene, OR | 2020-02-17 |
| Ellen Klowden | Eugene, OR | 2020-02-17 |
| Willow Roe | Eugene, OR | 2020-02-17 |
| Rosa Anaya | Eugene, OR | 2020-02-17 |
| Susan Lundgren | Eugene, US | 2020-02-17 |
| Muna Ragab | Eugene, OR | 2020-02-17 |
| Julie McClary | Eugene, OR | 2020-02-17 |
| Jake Logsdon | Eugene, OR | 2020-02-17 |

| Name | Location | Date |
|----------------------|-----------------------|-------------|
| Cassandra Miller | Eugene, OR | 2020-02-17 |
| monica welsh | Staten Island, US | 2020-02-17 |
| Liz Elley | Shreveport, LA | 2020-02-17 |
| Drew Lefebvre | Concord, US | 2020-02-17 |
| Nancy Bright | Eugene, OR | 2020-02-17 |
| Jan Zoll | Eugene, OR | 2020-02-17 |
| Kizzi van Lake | Eugene, OR | 2020-02-17 |
| Danny Miner | US | 2020-02-17 |
| Kaia Ott | Eugene, OR | 2020-02-17 |
| Thomas Tasker | Eugene, OR | 2020-02-17 |
| Catherine Birmingham | Seattle, WA | 2020-02-17 |
| Lealan Swanson | Eugene, OR | 2020-02-17 |
| Damon Campbell | Eugene, OR | 2020-02-17 |
| MaryAnn Birmingham | Eugene, OR | 2020-02-17 |
| Sorrel Rosin | Deerfield, IL | 2020-02-17 |
| Jason Barthel | Lake in the Hills, US | 2020-02-17 |
| Helena Brake | Eugene, OR | 2020-02-17 |
| Ruth Kesler | Eugene, OR | 2020-02-17 |
| Janet Petralba | Eugene, OR | 2020-02-17 |
| Rachael Jenkinson | Springfield, OR | 2020-02-17 |
| Mariah Drogitits | Seattle, WA | 2020-02-18 |
| Phil Cook | Eugene, OR | 2020-02-18 |

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Deb Hamilton | Eugene, OR | 2020-02-18 |
| Tannya Rivera | Portland, OR | 2020-02-18 |
| Barak Kemeny | Eugene, OR | 2020-02-18 |
| Kels Pennell | Eugene, OR | 2020-02-18 |
| Kaya Deters | Eugene, OR | 2020-02-18 |
| Elizabeth Goodwin | Eugene, OR | 2020-02-18 |
| Rebecca Lane | Tacoma, WA | 2020-02-18 |
| Marisa Vanderwall | Eugene, OR | 2020-02-18 |
| Kayla Davis | Tacoma, WA | 2020-02-18 |
| David Cooper | Eugene, OR | 2020-02-18 |
| Joan DeLoretto | Eugene, OR | 2020-02-18 |
| Elizabeth Andrews | Eugene, OR | 2020-02-18 |
| Samuel Porter | Eugene, OR | 2020-02-18 |
| Kaitlyn Strunk | Springfield, OR | 2020-02-18 |
| Adam Palodichuk | Eugene, OR | 2020-02-18 |
| mari massry | Cambridge, US | 2020-02-18 |
| Ryan D | Eugene, OR | 2020-02-18 |
| Elizabeth Olson | Springfield, OR | 2020-02-18 |
| Greg Cole | Eugene, OR | 2020-02-18 |
| Rehne Florek | Eugene, OR | 2020-02-18 |
| Rosie Valentino | Eugene, OR | 2020-02-18 |
| Dominic Berry | Blacksburg, US | 2020-02-18 |

| Name | Location | Date |
|-----------------------------|----------------------|-------------|
| Carson Ferreira | Eugene, OR | 2020-02-18 |
| Teresa Mueller | Eugene, OR | 2020-02-18 |
| Bob Giles | Eugene, OR | 2020-02-18 |
| Kent Malcolm | Nashville, US | 2020-02-18 |
| Paolo Perez | Eugene, OR | 2020-02-19 |
| Michael Harrell | Silver Spring, US | 2020-02-19 |
| Jenna Hobson | Parker, US | 2020-02-19 |
| Rivers Bunn | Pawleys Island, US | 2020-02-19 |
| John Alvarez | Salt Lake City, US | 2020-02-19 |
| Arianna Clarke | East Stroudsburg, US | 2020-02-19 |
| Bryant Achee | Friendswood, US | 2020-02-19 |
| Bruno F. Cilione VetPatriot | Salem, US | 2020-02-19 |
| Ixchel Diaz | Las Vegas, US | 2020-02-19 |
| Jase. Tso | US | 2020-02-19 |
| Keith Ghramm | Utah, US | 2020-02-19 |
| Tolani Gaddis | Douglasville, US | 2020-02-19 |
| Kevin Lineberry | US | 2020-02-19 |
| Carole Seeley | Eugene, OR | 2020-02-19 |
| Mike Fong | Astoria, US | 2020-02-19 |
| Megan Slater | Pasadena, US | 2020-02-19 |
| Robin Dreher | Eugene, OR | 2020-02-19 |
| angie lukens | Creswell, OR | 2020-02-19 |

| Name | Location | Date |
|-----------------|-----------------|-------------|
| Robert Nelson | Eugene, OR | 2020-02-19 |
| Lorna Roberts | Springfield, OR | 2020-02-19 |
| Meg Jones | Eugene, OR | 2020-02-19 |
| Suzanne Wojcik | Eugene, OR | 2020-02-19 |
| Tamara Fountain | Cheshire, OR | 2020-02-19 |

Protest cancelling 33 bus route

Dear LTD - Since #33 serves our neighborhood
undersigned, and no other route does that, we, the
request you not to cancel #33. Thank you
Cheri L. Black

| | |
|---------------------|----------------|
| Ann Naryan | 973 Tiara St |
| Mark Martin | 917-11 " |
| Jindu M. Mazur | 1025 Tiara |
| Sharon M. Blanchard | 2871 Adams St, |
| Carol Goodman | 997 TIARA ST |
| Christa Stelling | 959 Tiara St |
| Jim Brown | 959 Tiara St |
| Jerry Bruck | 1002 Tiara St. |
| Lila Ann Lella Snow | 935 Tiara St. |
| Paul Terry Kassner | 954 Tiara ST |
| Louise Kassner | 954 Tiara ST. |

Provided by Jess Roshak of
Eugene at the 11/20/19
Regular BO meeting public
comment
signatures opposing transit
tomorrow.

Total 11/20/19 = 616 SIGNATURES

| Name | City | State | Postal Code | Country | Signed On |
|-------------------------|----------|-------|-------------|---------|------------|
| Jess Roshak | Eugene | OR | | US | 10/21/2019 |
| Ingrid Skoog | Eugene | OR | 97405 | US | 10/21/2019 |
| Laura Berry | Eugene | OR | 97405 | US | 10/21/2019 |
| Kadri Jacobsen | Eugene | OR | 97405 | US | 10/21/2019 |
| Pam Fletcher | Eugene | OR | 97405 | US | 10/21/2019 |
| Nancy Fletcher | Eugene | OR | 97405 | US | 10/21/2019 |
| Deborah Libeskind | Eugene | OR | 97405 | US | 10/21/2019 |
| Rachel Hopton | Eugene | OR | 97405 | US | 10/21/2019 |
| Ingrid Hanson | Eugene | OR | 97405 | US | 10/21/2019 |
| Isabel Scharn | Portland | OR | 97206 | US | 10/21/2019 |
| Nick O'Quinn | Eugene | OR | 97405 | US | 10/21/2019 |
| Roxanne Neumann | Eugene | OR | 97404 | US | 10/21/2019 |
| Lynne Fabricant | Eugene | OR | 97401 | US | 10/21/2019 |
| Carolyn Rust | Eugene | OR | 97405 | US | 10/21/2019 |
| Claudia Miller | Eugene | OR | 97405 | US | 10/21/2019 |
| Diane Haas | Eugene | OR | 97403 | US | 10/21/2019 |
| Steven Falb | Eugene | OR | 97405 | US | 10/21/2019 |
| Jerry Jacobson | Eugene | OR | 97405 | US | 10/21/2019 |
| linda bumpas | Portland | OR | 97239 | US | 10/21/2019 |
| Mark Lindberg | Eugene | OR | 97405 | US | 10/21/2019 |
| Tara Jecklin | Eugene | OR | 97405 | US | 10/21/2019 |
| Paul Jacobsen | Eugene | OR | 97405 | US | 10/22/2019 |
| Mark Hewitt | Eugene | OR | 97405 | US | 10/22/2019 |
| Dennis Hoerner | Eugene | OR | 97403 | US | 10/22/2019 |
| Rachel Anderson | Eugene | ID | 97405 | US | 10/22/2019 |
| Sharon Klein | Eugene | OR | 97401 | US | 10/22/2019 |
| Heather Sterling-Minder | Eugene | OR | 97401 | US | 10/22/2019 |
| Dawna Miller | Eugene | OR | 97405 | US | 10/22/2019 |
| Bette Bauer | Eugene | OR | 97405 | US | 10/22/2019 |
| Terri Berling | Eugene | OR | 97405 | US | 10/22/2019 |
| Rebecca Eastwood | Eugene | OR | 97405 | US | 10/22/2019 |
| Ingrid Wendt-Salisbury | Eugene | OR | 97405 | US | 10/22/2019 |
| Cathy Calisch | Eugene | OR | 97405 | US | 10/22/2019 |
| NORMAN LEWIS | Eugene | OR | 97405 | US | 10/22/2019 |
| Virginia Donohue | Eugene | OR | 97405 | US | 10/22/2019 |
| Karyl Moore | Eugene | OR | 97401 | US | 10/22/2019 |
| MS Vitus | Eugene | OR | 97401 | US | 10/22/2019 |
| Abigail Howard | Eugene | OR | 97402 | US | 10/22/2019 |
| Susan Carkin | Eugene | OR | 97404 | US | 10/22/2019 |
| Tracy Miller | Eugene | OR | 97401 | US | 10/22/2019 |
| Lori Singels | Eugene | OR | 97405 | US | 10/22/2019 |
| Debra Barber | Eugene | OR | 97405 | US | 10/22/2019 |
| Cassie Voneps | Eugene | OR | 97405 | US | 10/22/2019 |
| Christiane Barth | Eugene | OR | 97401 | US | 10/22/2019 |
| Marti Gerdes | Eugene | OR | 97404 | US | 10/22/2019 |
| Ania Zygmunt-Zak | Eugene | OR | 97405 | US | 10/22/2019 |

| | | | | |
|--------------------|----------|----|----------|------------|
| stephen anderson | Eugene | OR | 97405 US | 10/22/2019 |
| Alana Stadig | Eugene | OR | 97405 US | 10/22/2019 |
| John Ryan | Eugene | OR | 97405 US | 10/22/2019 |
| Sebastiane Powers | Eugene | OR | 97405 US | 10/22/2019 |
| Katharina Jones | Eugene | OR | 97405 US | 10/22/2019 |
| Paul Bierman | Eugene | OR | 97405 US | 10/22/2019 |
| Dharma Wease | Eugene | OR | 97405 US | 10/22/2019 |
| Sabrina Ray | Eugene | OR | 97405 US | 10/22/2019 |
| Sally Mims | Eugene | OR | 97405 US | 10/22/2019 |
| Russell Brink | Eugene | OR | 97405 US | 10/22/2019 |
| Lisa Scarola | Eugene | OR | 97404 US | 10/22/2019 |
| Jorge Doshi | Portland | NY | US | 10/22/2019 |
| Grayson Ray | Eugene | OR | 97405 US | 10/22/2019 |
| Ginny Alfriend | Eugene | OR | 97405 US | 10/22/2019 |
| David Lains | Eugene | OR | 97403 US | 10/22/2019 |
| Ron Holland | Eugene | OR | 97403 US | 10/22/2019 |
| Anna Hindley | Eugene | OR | 97405 US | 10/22/2019 |
| Sally Krueger | Eugene | OR | 97403 US | 10/22/2019 |
| Debbie Holland | Eugene | OR | 97401 US | 10/22/2019 |
| Maile Urbancic | Eugene | OR | 97403 US | 10/22/2019 |
| Shannon Wallin | Eugene | OR | 97405 US | 10/22/2019 |
| Jerad Anderson | Portland | OR | 97202 US | 10/22/2019 |
| Nash N Alex Allen | Eugene | OR | 97404 US | 10/22/2019 |
| Hayli Ballentine | Eugene | OR | US | 10/22/2019 |
| Vance Thompson | Eugene | OR | 97405 US | 10/22/2019 |
| Rachel Aronowitz | Eugene | OR | 97401 US | 10/22/2019 |
| Kathryn Snell-Ryan | Eugene | OR | 97405 US | 10/23/2019 |
| Allison McGuffie | Eugene | OR | 97405 US | 10/23/2019 |
| Samuel Davis | Swindon | | SN3 UK | 10/23/2019 |
| Christy Williams | Eugene | OR | 97405 US | 10/23/2019 |
| Rebecca Stafford | Eugene | OR | 97405 US | 10/23/2019 |
| Myra Sperley | Eugene | OR | 97401 US | 10/23/2019 |
| Michelle Gleeson | Eugene | OR | 97405 US | 10/23/2019 |
| Beth Bauer | Eugene | OR | 97405 US | 10/23/2019 |
| marta cuboni | Eugene | OR | 97405 US | 10/23/2019 |
| Scott Roshak | Eugene | OR | 97405 US | 10/23/2019 |
| Sydney Magnus | Eugene | OR | 97402 US | 10/23/2019 |
| Graham Kribs | Eugene | OR | 97405 US | 10/23/2019 |
| Bonnie Glass | Eugene | OR | 97405 US | 10/23/2019 |
| Jonathon Campbell | Eugene | OR | 97404 US | 10/23/2019 |
| Amy Clifton | Eugene | OR | 97405 US | 10/23/2019 |
| Jacob Riddle | Eugene | OR | 97405 US | 10/23/2019 |
| Amelia Campos | Eugene | OR | 97402 US | 10/23/2019 |
| Teresa Myers | Eugene | OR | 97404 US | 10/23/2019 |
| Shelah Van Meer | Eugene | OR | 97404 US | 10/23/2019 |
| Shannon Hoell | Eugene | OR | 97401 US | 10/23/2019 |
| Leilani Stokes | Eugene | OR | 97405 US | 10/23/2019 |

| | | | | |
|---------------------------|-------------|----|----------|------------|
| Michelle Dreiling | Eugene | OR | 97403 US | 10/23/2019 |
| Brooke Lumbra | Eugene | OR | 97402 US | 10/23/2019 |
| Carmen Coleman | Portland | OR | 97239 US | 10/23/2019 |
| Sorrel Arends | Eugene | OR | 97401 US | 10/23/2019 |
| Samantha Windred | Eugene | OR | 97478 US | 10/23/2019 |
| Naomi Kramer | Eugene | OR | 97405 US | 10/23/2019 |
| Jay Snider | Eugene | OR | 97405 US | 10/23/2019 |
| Sarah Wright | Boise | ID | 83709 US | 10/23/2019 |
| John Davidson | Eugene | OR | 97405 US | 10/23/2019 |
| Lara Ravitch | Eugene | OR | 97405 US | 10/23/2019 |
| Sabra Marcroft | Eugene | OR | 97402 US | 10/23/2019 |
| Erika Westling | Eugene | OR | 97405 US | 10/23/2019 |
| Sara Roadman | Eugene | OR | 97405 US | 10/23/2019 |
| Chuck Ingram | Wilmington | DE | 19805 US | 10/23/2019 |
| Jayne Palmer | Eugene | OR | 97405 US | 10/23/2019 |
| Lesley Griffel | Eugene | OR | 97405 US | 10/23/2019 |
| Jennifer Otto | Eugene | OR | 97402 US | 10/23/2019 |
| Laura Waters | Eugene | OR | 97405 US | 10/23/2019 |
| Jessica Schuman | Eugene | OR | 97405 US | 10/23/2019 |
| Cherise Fox | Eugene | OR | 97405 US | 10/23/2019 |
| Patrick Neve | Eugene | OR | 97403 US | 10/23/2019 |
| Corey Swift | Eugene | OR | 97405 US | 10/23/2019 |
| Robyn Suzumrua | Irvine | CA | 92604 US | 10/23/2019 |
| Danielle Wade | Eugene | OR | 97405 US | 10/23/2019 |
| Rachael Friese | Portland | OR | 97204 US | 10/23/2019 |
| Ann Carney | Eugene | OR | 97405 US | 10/23/2019 |
| Daniel Wilson | Eugene | OR | 97405 US | 10/23/2019 |
| kate Walser | Eugene | OR | 97405 US | 10/23/2019 |
| Danaan O'Donnell-Davidson | Eugene | OR | 97405 US | 10/23/2019 |
| Amanda Bedortha | Eugene | OR | 97404 US | 10/23/2019 |
| Audrey Frank | Eugene | OR | 97405 US | 10/23/2019 |
| Sarah Winter | Eugene | OR | 97405 US | 10/23/2019 |
| Chuck Kalnbach | Eugene | OR | 97401 US | 10/23/2019 |
| ELIZABETH FROST | Eugene | OR | 97405 US | 10/23/2019 |
| Monica Maynard | Eugene | OR | 97405 US | 10/23/2019 |
| Sue Welch | Reading | PA | 19601 US | 10/23/2019 |
| Emmaline Wease | Eugene | OR | 97405 US | 10/23/2019 |
| Anuhea Chandler | Eugene | OR | 97405 US | 10/23/2019 |
| Erika Wolf | Eugene | OR | 97405 US | 10/23/2019 |
| Rebecca Stevenson | Springfield | OR | 97477 US | 10/23/2019 |
| shawn doge | Houston | | US | 10/23/2019 |
| Ann Wright | Eugene | OR | 97405 US | 10/23/2019 |
| Diega Douglas | Eugene | OR | 97405 US | 10/23/2019 |
| Kanchan Deshpande | Eugene | OR | 97401 US | 10/23/2019 |
| Jessica Batterman | Eugene | OR | 97405 US | 10/23/2019 |
| Julia Green | Eugene | OR | US | 10/24/2019 |
| Joanne O'Hearn | Eugene | OR | 97405 US | 10/24/2019 |

| | | | | |
|----------------------|-----------------|----|----------|------------|
| Maria Nemirovskaya | Eugene | OR | 97402 US | 10/24/2019 |
| Natasha London | Eugene | OR | 97405 US | 10/24/2019 |
| Carol Lambright | Eugene | OR | 97405 US | 10/24/2019 |
| Michelle Rivers | Springfield | OR | 97477 US | 10/24/2019 |
| Rebecca Byerley | Eugene | OR | 97405 US | 10/24/2019 |
| Casey Bush | Eugene | OR | 97405 US | 10/24/2019 |
| Tracy Welch | Eugene | OR | 97405 US | 10/24/2019 |
| Megan Ary | Springfield | OR | 97477 US | 10/24/2019 |
| Christine DeMoll | Eugene | OR | 97401 US | 10/24/2019 |
| Mary Kate Land | Eugene | OR | 97402 US | 10/24/2019 |
| Melanie Cliff | Eugene | OR | 97405 US | 10/24/2019 |
| Jenna Staymate | Eugene | OR | 97401 US | 10/24/2019 |
| Melanie Germond | Eugene | OR | 97401 US | 10/24/2019 |
| Heather Hayward | Eugene | OR | 97405 US | 10/24/2019 |
| Douglas Skinner | Eugene | OR | 97402 US | 10/24/2019 |
| Shelby Dreiling | Eugene | OR | 97403 US | 10/24/2019 |
| Becky Bear | Eugene | OR | 97405 US | 10/24/2019 |
| Nicolette Swan | Eugene | OR | 97404 US | 10/24/2019 |
| Karen Mortensen | Eugene | OR | 97405 US | 10/24/2019 |
| Betsy Boyd | Eugene | OR | 97405 US | 10/24/2019 |
| Brandy Hurlbut | Eugene | OR | 97402 US | 10/24/2019 |
| Hollie Kelley | Springfield | OR | 97478 US | 10/24/2019 |
| Misti McNair | Eugene | OR | 97405 US | 10/24/2019 |
| Alyssa Baz | Eugene | OR | 974 US | 10/24/2019 |
| Ashlie Andrus karker | Federal Wa | WA | 98003 US | 10/24/2019 |
| Kristen Fox | Eugene | OR | 97401 US | 10/24/2019 |
| Dale Norris | Eugene | OR | 97405 US | 10/24/2019 |
| Sarah Sandberg | Eugene | OR | 97402 US | 10/24/2019 |
| Sky Coburn | Eugene | OR | 97404 US | 10/24/2019 |
| Jordan Zacharek | Eugene | OR | 97408 US | 10/24/2019 |
| Natanya Drummond | Eugene | OR | 97402 US | 10/24/2019 |
| Rebecca Lawrence | Eugene | OR | 97401 US | 10/24/2019 |
| April Lightcap | Eugene | OR | 97405 US | 10/24/2019 |
| Denise Howard | Eugene | OR | 97401 US | 10/24/2019 |
| Steve Hejna | Eugene | OR | 97405 US | 10/24/2019 |
| Robert Graef | Eugene | OR | 97401 US | 10/24/2019 |
| Hannah Harrison | Eugene | OR | 97405 US | 10/24/2019 |
| Dylan Plumm | Russell Springs | | 42642 US | 10/24/2019 |
| Mina Wegner | Eugene | OR | 97405 US | 10/24/2019 |
| Amy Cooper | Saint Johns | FL | 32259 US | 10/24/2019 |
| Sara Armstrong | Eugene | OR | 97405 US | 10/24/2019 |
| Dede Moreck | Eugene | OR | 97401 US | 10/24/2019 |
| Ashlynn McGraw | Eugene | OR | 97405 US | 10/24/2019 |
| Kizzy Reynolds | Eugene | OR | 97402 US | 10/24/2019 |
| Paxton S. | Broomfield | | 80020 US | 10/24/2019 |
| Tyler Mickelson | Springfield | OR | 97477 US | 10/24/2019 |
| Michael Bustamante | Hayward | CA | 94541 US | 10/24/2019 |

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| Autum Loverin | Springfield | OR | 97477 | US | 10/24/2019 |
| Niels Pasternak | Eugene | OR | 97405 | US | 10/24/2019 |
| Robin Chappell | Eugene | OR | 97405 | US | 10/24/2019 |
| katie cave | eugene | OR | 97405 | US | 10/24/2019 |
| Sherrie McLeod | Kellogg | ID | 83850-024 | US | 10/24/2019 |
| Latrice Rowland | Springfield | OR | 97477 | US | 10/24/2019 |
| Aryn Bartley | Burbank | CA | 91503 | US | 10/24/2019 |
| Sacia de Andrade | Eugene | OR | 97401 | US | 10/24/2019 |
| Susanne Taylor | Eugene | OR | 97405 | US | 10/24/2019 |
| Jen Osborn | Eugene | OR | 97405 | US | 10/25/2019 |
| Stephannie Borreson | Portland | OR | 97201 | US | 10/25/2019 |
| Toby Schaid | Eugene | OR | 97405 | US | 10/25/2019 |
| Diana Wells | Eugene | OR | 97401 | US | 10/25/2019 |
| Madihah Zawawi | | | | Malaysia | 10/25/2019 |
| Daniel Feeley | Las Vegas | | 89107 | US | 10/25/2019 |
| Sean Stewart | Eugene | OR | 97405 | US | 10/25/2019 |
| Alexandra Esqueda | Eugene | OR | 97402 | US | 10/25/2019 |
| Brent Hefley | Eugene | OR | 97404 | US | 10/25/2019 |
| shane harms | eugene | OR | 97405 | US | 10/25/2019 |
| Lori Singels | Eugene | OR | 97405 | US | 10/25/2019 |
| Raina Smith | Eugene | OR | 97403 | US | 10/26/2019 |
| Patrick Bradt | Eugene | OR | 97405 | US | 10/26/2019 |
| John Shields | Eugene | OR | 97401 | US | 10/26/2019 |
| Sara Meyer | Eugene | OR | 97405 | US | 10/26/2019 |
| Andrew Hadlock | Eugene | OR | 97405 | US | 10/26/2019 |
| Miriam Rigby | Eugene | OR | 97405 | US | 10/26/2019 |
| Liang Huang | Eugene | OR | 97401 | US | 10/26/2019 |
| Erica Shofner | Eugene | OR | 97405 | US | 10/26/2019 |
| Hillary Paffenroth | Rohnert Pa | CA | 94928 | US | 10/26/2019 |
| Ginger Topize | Eugene | OR | 97405 | US | 10/26/2019 |
| YUCHUN LIN | Taipei | | | Taiwan | 10/26/2019 |
| Amanda Thompson | Eugene | OR | 97405 | US | 10/26/2019 |
| Heather Borgaro | Eugene | OR | 97405 | US | 10/26/2019 |
| Corey Abramson | Eugene | OR | 97405 | US | 10/26/2019 |
| Priscilla Myco | Eugene | OR | 97405 | US | 10/26/2019 |
| Tessa McCusker | Eugene | OR | 97405 | US | 10/26/2019 |
| Shannon Kubas | Eugene | OR | 97405 | US | 10/26/2019 |
| Natalie Wattles | Eugene | OR | 97401 | US | 10/26/2019 |
| Tyler Adams | Cumberland | MD | 21502 | US | 10/26/2019 |
| Zayah Taber | Portland | OR | 97266 | US | 10/26/2019 |
| Isha Wilson | Eugene | OR | 97401 | US | 10/26/2019 |
| Jennifer Ferro | Eugene | OR | 97402 | US | 10/26/2019 |
| Carol Anderson | Eugene | OR | 97405 | US | 10/26/2019 |
| Solstice Dunbar | Denver | OR | 97402 | US | 10/26/2019 |
| Carole Barnes | Eugene | OR | 97405 | US | 10/27/2019 |
| William Belansky | Eugene | OR | 97405 | US | 10/27/2019 |
| Kevin Madden | Eugene | OR | 97405 | US | 10/27/2019 |

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|---------------------|--------------|----|----------|------------|
| Jessica Ghiglieri | Eugene | OR | 97405 US | 10/27/2019 |
| Patricia Lucas | Eugene | OR | 97405 US | 10/27/2019 |
| Diana Oshea | Eugene | OR | 97405 US | 10/27/2019 |
| Rick OShea | Eugene | OR | 97405 US | 10/27/2019 |
| Eitan R | Bronx | | 10455 US | 10/29/2019 |
| seth smasal | Baldwin City | | 66006 US | 10/29/2019 |
| Therese Lang | Eugene | OR | 97408 US | 10/29/2019 |
| Patricia McConnell | Eugene | OR | 97403 US | 10/29/2019 |
| Leland O'Driscoll | Eugene | OR | 97405 US | 10/29/2019 |
| John McConnell | Eugene | OR | 97402 US | 10/29/2019 |
| Jean Maier | Eugene | OR | 97405 US | 10/30/2019 |
| Caitlin O'Quinn | Eugene | OR | 97405 US | 10/30/2019 |
| Eva Sylwester | Eugene | OR | 97405 US | 10/30/2019 |
| Jeremiah Johnson | Eugene | OR | 97405 US | 10/30/2019 |
| Kemi Balogun | Eugene | OR | 97405 US | 10/30/2019 |
| Jeff Krueger | Eugene | OR | 97405 US | 10/30/2019 |
| Jeremiah Kerber | Eugene | OR | 97405 US | 10/30/2019 |
| Lynn Lontos | Eugene | OR | 97405 US | 10/30/2019 |
| Lindsay Kron | Eugene | OR | 97401 US | 10/30/2019 |
| Maggie O'Driscoll | Eugene | OR | 97405 US | 10/30/2019 |
| Kristin Gloystein | Eugene | OR | 97405 US | 10/31/2019 |
| Piper Lawrence | Amarillo | | 79109 US | 10/31/2019 |
| Judith Shapiro | Eugene | OR | 97405 US | 10/31/2019 |
| Hervey Allen | Eugene | OR | 97405 US | 10/31/2019 |
| Steven Moore | Eugene | OR | 97405 US | 10/31/2019 |
| Alexander Saucedo | Eugene | OR | 97401 US | 10/31/2019 |
| Harinder Khalsa | Eugene | OR | 97405 US | 10/31/2019 |
| Steve Gibson | Eugene | OR | 97405 US | 10/31/2019 |
| Jan Bohman | Eugene | OR | 97405 US | 11/1/2019 |
| katherine hostetter | Eugene | OR | 97405 US | 11/1/2019 |
| Rebecca Lowe | Eugene | OR | 97402 US | 11/1/2019 |
| Jeanette Tilghman | Eugene | OR | 97405 US | 11/1/2019 |
| Joyce Winslow | Eugene | OR | 97403 US | 11/1/2019 |
| Michele Civiello | Eugene | OR | 97405 US | 11/1/2019 |
| Michael Nease | Eugene | OR | 97401 US | 11/1/2019 |
| Heather Wilson | Eugene | OR | 97402 US | 11/1/2019 |
| Corrin Avchin | | | US | 11/1/2019 |
| David Hoffman | Eugene | OR | 97405 US | 11/1/2019 |
| Peter Janes | Portland | OR | 97206 US | 11/1/2019 |
| Stacy Pierce | Portland | OR | 97206 US | 11/1/2019 |
| Libby Bottero | Eugene | OR | 97403 US | 11/1/2019 |
| Terry Hillyer | Eugene | OR | 97405 US | 11/1/2019 |
| Brook Costello | Eugene | OR | 97404 US | 11/1/2019 |
| GABRIELLA AYRES | Eugene | OR | 97405 US | 11/1/2019 |
| Tinessa Johnsrud | Eugene | OR | 97403 US | 11/1/2019 |
| Sharil Stinson | Eugene | OR | 97401 US | 11/1/2019 |
| George Evano | Eugene | OR | 97405 US | 11/1/2019 |

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|--------------------|--------------|----|----------|-----------|
| Stephen Altman | Eugene | OR | 97405 US | 11/1/2019 |
| C.W. Lupton | Eugene | OR | 97405 US | 11/1/2019 |
| Jim Bouse | Eugene | OR | 97403 US | 11/1/2019 |
| Beverly Goodrich | Eugene | OR | 97405 US | 11/1/2019 |
| Jessica Schmidt | Eugene | OR | 97405 US | 11/2/2019 |
| MaryJo Comins | Eugene | OR | 97405 US | 11/2/2019 |
| Andrea Rodriguez | Dallas | | 75211 US | 11/2/2019 |
| Tia Holmes | Raleigh | | 27606 US | 11/2/2019 |
| Abigail Hoffheimer | Henrico | | 23229 US | 11/2/2019 |
| Sokhna Ndoye | Warwick | | 2889 US | 11/2/2019 |
| Najih Mohamme | Wylie | | 75098 US | 11/2/2019 |
| Jon Lowery | Eugene | OR | 97405 US | 11/2/2019 |
| Holly Albone | Eugene | OR | 97405 US | 11/2/2019 |
| Karla Deloera | Norman | | 76039 US | 11/3/2019 |
| Juan Rios | Houston | | 77066 US | 11/3/2019 |
| Amy Dunn | Eugene | OR | 97401 US | 11/3/2019 |
| Gwyneth Iredale | Eugene | OR | 97405 US | 11/3/2019 |
| Jennifer Gordon | Eugene | OR | 97403 US | 11/3/2019 |
| Marilyn Bergman | Eugene | OR | 97405 US | 11/3/2019 |
| David Greee | Eugene | OR | 97405 US | 11/3/2019 |
| Carol Gigliotti | Eugene | OR | 97404 US | 11/3/2019 |
| Brian Johnson | Eugene | OR | 97405 US | 11/3/2019 |
| Malati Kesaree | Eugene | OR | 97405 US | 11/3/2019 |
| Joan Green | Eugene | OR | 97402 US | 11/3/2019 |
| Donna Butera | Portland | OR | 97267 US | 11/3/2019 |
| Kristin Winnor | Eugene | OR | 97405 US | 11/3/2019 |
| Carla Lehrer | Eugene | OR | 97405 US | 11/3/2019 |
| Janice Buehler | Billings | MT | 59105 US | 11/3/2019 |
| nigger nigger | Ghana | | US | 11/3/2019 |
| Debi Newberry | Eugene | OR | 97403 US | 11/3/2019 |
| Melanie Peters | Eugene | OR | 97401 US | 11/3/2019 |
| Red Blue | Ashburn | | 20149 US | 11/4/2019 |
| Julia Green | Eugene | OR | 97405 US | 11/4/2019 |
| Elizabeth Alter | Eugene | OR | 97405 US | 11/4/2019 |
| Debra Bogart | Eugene | OR | 97405 US | 11/4/2019 |
| Daniel Shore | Eugene | OR | 97405 US | 11/4/2019 |
| Robin Cochran | Eugene | OR | 97404 US | 11/4/2019 |
| Beckie Abbott | Eugene | OR | 97405 US | 11/4/2019 |
| Amy Smolek | Eugene | OR | 97405 US | 11/4/2019 |
| Grace Richards | Eugene | OR | 97405 US | 11/4/2019 |
| Hernando Convers | Eugene | OR | 97407 US | 11/4/2019 |
| Heather Henderson | Eugene | OR | 97405 US | 11/4/2019 |
| Allene Kaiser | Eugene | OR | 97401 US | 11/4/2019 |
| Mila Meldosian | Eugene | OR | 97405 US | 11/4/2019 |
| Rebecca Flynn | Eugene | OR | 97405 US | 11/4/2019 |
| Christa Dinwoodie | Fort Collins | CO | 80526 US | 11/4/2019 |
| Carolyn Jenkins | Eugene | OR | 97401 US | 11/4/2019 |

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|----------------------------|-----------------|----|-------|------|-----------|
| Nicole Smithweiland | Eugene | OR | 97405 | US | 11/4/2019 |
| Jennifer meyer | Eugene | OR | 97405 | US | 11/4/2019 |
| Penelope Thompson | | | | US | 11/4/2019 |
| CHARLES HAM | Fort Collins | CO | 80526 | US | 11/4/2019 |
| Richard McGuinness | Eugene | OR | 97403 | US | 11/4/2019 |
| Marshall Wilde | Eugene | OR | 97405 | US | 11/4/2019 |
| Scott MacWilliams | Eugene | OR | 97405 | US | 11/4/2019 |
| Sandra Gorchow | Eugene | OR | 97405 | US | 11/4/2019 |
| Anthony Viviano | Fort Myers | | 33919 | US | 11/4/2019 |
| Avery Kirby | Richmond | | 23220 | US | 11/4/2019 |
| Lucy Bambrey | Eugene | OR | 97405 | US | 11/4/2019 |
| Stephanie Jennings | Eugene | OR | 97401 | US | 11/5/2019 |
| Melissa Gomsrud | Springfield | OR | 97477 | US | 11/5/2019 |
| Danna Cardenas | Staten Island | | 10305 | US | 11/5/2019 |
| Matthew Hernandez | Fort Lauderdale | | 33301 | US | 11/5/2019 |
| George Ann Olson | Phoenix | AZ | 85032 | US | 11/5/2019 |
| Naomi Fadness | El paso | | 79906 | US | 11/5/2019 |
| Karen Edmonds | Eugene | OR | 97402 | US | 11/5/2019 |
| Vi Truong | Eugene | OR | 97405 | US | 11/5/2019 |
| Ruth Heller | Eugene | OR | 97405 | US | 11/5/2019 |
| Savanah Timberlake | Murfreesboro | | 37128 | US | 11/6/2019 |
| Kassie Ioannou | Clemmons | | 27012 | US | 11/6/2019 |
| Aaron Hernandez | El paso | | 79932 | US | 11/6/2019 |
| Michelle Holdway | Eugene | OR | 97405 | US | 11/6/2019 |
| Jann Gorrin | Eugene | OR | 97405 | US | 11/6/2019 |
| Duncan Smith | Eugene | OR | 97405 | US | 11/6/2019 |
| Jon Lowe | ROCKVILLE | | 47872 | US | 11/6/2019 |
| Jessica Murray | Eugene | OR | 97405 | US | 11/6/2019 |
| Stephanie Dresie | Eugene | OR | 97405 | US | 11/6/2019 |
| Paula Cortez | Eugene | OR | 97402 | US | 11/6/2019 |
| Marquita Herald | Springfield | OR | 97477 | US | 11/6/2019 |
| Jeanne Yohn | Eugene | OR | 97401 | US | 11/6/2019 |
| diane devillers | eugene | OR | 97403 | US | 11/6/2019 |
| Lynn Dean | Eugene | OR | 97405 | US | 11/6/2019 |
| Tim Armstrong | Eugene | OR | 97404 | US | 11/7/2019 |
| Johanna Magner | Eugene | OR | 97405 | US | 11/7/2019 |
| Lana Byal | sequim | | 98382 | Peru | 11/7/2019 |
| Mia Raso | Medford | | 2155 | US | 11/7/2019 |
| Pris Marie | | | | US | 11/7/2019 |
| Ylva Hernkund | Eugene | OR | 97405 | US | 11/7/2019 |
| Zzander sksksksksksksksksk | Florence | | | US | 11/7/2019 |
| Charis Shin | Carrollton | | 75007 | US | 11/7/2019 |
| Dyan Campbell | Eugene | OR | 97405 | US | 11/7/2019 |
| LeeAnn Hansen | Eugene | OR | 97405 | US | 11/7/2019 |
| Charles Tuerk | Eugene | OR | 97402 | US | 11/7/2019 |
| Jon Farah | Eugene | OR | 97405 | US | 11/7/2019 |
| Tracy Jeanty | Medford | OR | 97501 | US | 11/7/2019 |

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|----------------------------|------------------|----|-------|-------|-----------|
| Sonya Cobb | Portland | OR | 97405 | US | 11/7/2019 |
| Barbara Madden | Eugene | OR | 97404 | US | 11/7/2019 |
| Derith Madden | Dana Point | CA | 92629 | US | 11/7/2019 |
| Christine Myles | Eugene | OR | 97401 | US | 11/7/2019 |
| Kadence Anthony | Grand Island | | | US | 11/7/2019 |
| Caleb Wooten | | | | US | 11/7/2019 |
| Gwynneth McLaughlin | Eugene | OR | 97401 | US | 11/7/2019 |
| Kelley Williams | Portland | OR | 97223 | US | 11/7/2019 |
| Sahalie Albone | Eugene | OR | 97405 | US | 11/8/2019 |
| Bradley Haskell | Eugene | OR | 97401 | US | 11/8/2019 |
| Tracy Bridges | Enville | | 38322 | US | 11/8/2019 |
| Madeline Temple | Eugene | OR | 97405 | US | 11/8/2019 |
| Susan Truax | Eugene | OR | 97405 | US | 11/8/2019 |
| Brittany Banna | Eugene | OR | 97404 | US | 11/8/2019 |
| Eric Roberts | Eugene | OR | 97402 | US | 11/8/2019 |
| Isabelle Bostelman-Rinaldi | Eugene | OR | 97404 | US | 11/8/2019 |
| Christian Longworth | Eugene | OR | 97402 | US | 11/8/2019 |
| Andtew Caudill | Lexington | | 40503 | US | 11/8/2019 |
| Eric Dobbins | Zanesville | | 43701 | US | 11/8/2019 |
| Deb Casey | Eugene | OR | 97405 | US | 11/8/2019 |
| John Witte | Eugene | OR | 97401 | US | 11/8/2019 |
| Isabel Schiller | Eugene | OR | 97402 | US | 11/8/2019 |
| Ashley Carey | Springfield | OR | 97477 | US | 11/8/2019 |
| Stacy Armstrong | Eugene | OR | 97402 | US | 11/8/2019 |
| Kelly Long | Gainesville | | 76240 | US | 11/8/2019 |
| Chandelle Esgate | Springfield | OR | 97477 | US | 11/8/2019 |
| Jedediah Tunelli | Eugene | OR | 97405 | US | 11/8/2019 |
| Rose Ahearn | Eugene | OR | 97405 | US | 11/8/2019 |
| Ingrid Brandt | Eugene | OR | 97405 | US | 11/8/2019 |
| Chelsea Cherry | Eugene | OR | 97405 | US | 11/8/2019 |
| Stephanie Tunelli | Eugene | OR | 97401 | US | 11/8/2019 |
| Ana Mcabee | Eugene | OR | 97405 | US | 11/8/2019 |
| Guillermo Perales | Portland | OR | 97232 | US | 11/8/2019 |
| Gail Karuna Vetter | Eugene | OR | 97402 | US | 11/8/2019 |
| sue dockstader | Grants Pass | OR | 97527 | US | 11/8/2019 |
| Laura Golden | Eugene | OR | 97405 | US | 11/8/2019 |
| Hilaree MacPherson | Springfield | OR | 97477 | US | 11/8/2019 |
| Philip Hanft | Eugene | OR | 97405 | US | 11/8/2019 |
| Michael Doyle | Worcester | | 1602 | US | 11/8/2019 |
| Jared Stout | West Valley City | | 84119 | US | 11/8/2019 |
| Allison Ford | Eugene | OR | 97405 | US | 11/9/2019 |
| Haisu Huang | 大连 | | | China | 11/9/2019 |
| STEPHEN JOHNSTON | Eugene | OR | 97401 | US | 11/9/2019 |
| Sage Kretschmann | Eugene | OR | 97405 | US | 11/9/2019 |
| Laura Riley | Springfield | OR | 97477 | US | 11/9/2019 |
| Chad Kretschmann | Eugene | OR | 97405 | US | 11/9/2019 |
| Blade Smiddy | Cincinnati | | 45245 | US | 11/9/2019 |

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|-----------------------|---------------|----|----------|------------|
| Brad Ferguson | Eugene | OR | 97405 US | 11/9/2019 |
| Cilka Daniels | Portland | OR | 97402 US | 11/9/2019 |
| Tabitha Dolan | Eugene | OR | 97403 US | 11/9/2019 |
| Kendra Essman | Eugene | OR | 97405 US | 11/9/2019 |
| Ashley Roberts | Cincinnati | | 45255 US | 11/9/2019 |
| Caryn Herman | | | US | 11/9/2019 |
| Stephanie Mccarty | Grand Rapi MI | | 49508 US | 11/9/2019 |
| Mitchell Widener | Eugene | OR | 97405 US | 11/9/2019 |
| Laura Capobianco | Binghamton | | 13905 US | 11/9/2019 |
| Stephen Temple | Springfield | OR | 97477 US | 11/10/2019 |
| Natosha Cogburn | Eugene | OR | 97401 US | 11/10/2019 |
| Luke Dassonville | Grants Pas: | OR | 97526 US | 11/10/2019 |
| Lertis Chapman | Eugene | OR | 97401 US | 11/10/2019 |
| Kelly Rauscher | Portland | OR | 97204 US | 11/10/2019 |
| William Rauscher | Portland | OR | 97204 US | 11/10/2019 |
| Cody Stephens | Eugene | OR | 97405 US | 11/11/2019 |
| Sasha Scharadin | Eugene | OR | 97405 US | 11/11/2019 |
| Nichole Burian | Eugene | OR | 97402 US | 11/11/2019 |
| Shelly Turner | Eugene | OR | 97405 US | 11/11/2019 |
| James Lewis | Noti | OR | 97461 US | 11/11/2019 |
| Susan Stewart | Eugene | OR | 97405 US | 11/11/2019 |
| Matt Stewart | Eugene | OR | 97405 US | 11/11/2019 |
| Leigh H | Eugene | OR | 97405 US | 11/11/2019 |
| Tracy Bartlett | Joshua Tree | CA | 92252 US | 11/11/2019 |
| Casey Ridge | Eugene | OR | 97402 US | 11/11/2019 |
| Laura Brees | Avon | CT | 6001 US | 11/11/2019 |
| Alex Darwin | Eugene | OR | 97405 US | 11/11/2019 |
| Leveretta Chen | Eugene | WA | 97405 US | 11/11/2019 |
| Maya Stewart | Eugene | OR | 97405 US | 11/11/2019 |
| Shad Stafford | Eugene | OR | 97401 US | 11/11/2019 |
| Lauren Bailey | Eugene | OR | 97402 US | 11/11/2019 |
| Siri Alexander | Eugene | OR | 97405 US | 11/11/2019 |
| Genevieve Kirkpatrick | Eugene | OR | 97405 US | 11/11/2019 |

Comments

| Name | Location | Date | Comment |
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| Roxanne Neumann | Eugene, OR | 2019-10-21 | "I ride the 28 to work all the time. You have cut service to the point that LTD is just a mere skeleton of what it was 20 years ago. We don't need trips every 10 minutes on main routes, we need more service to outlying areas." |
| Rachel Anderson | Eugene, ID | 2019-10-22 | "This bus service is crucial for the East Amazon neighborhood. The bus line is used by children, youth, college students, and elderly. It is used by workers commuting downtown. There are many people in this neighborhood for whom this bus line is their main method of transportation. Please consider keeping bus line #28!" |
| Rebecca Eastwood | Eugene, OR | 2019-10-22 | "We need bus lines in this area." |
| Christiane Barth | Eugene, OR | 2019-10-22 | "I ride the bus and need it to get around" |
| Isabel Scharn | Portland, OR | 2019-10-22 | "This bus line is a main mode of transport for students to get to the neighborhood schools. Every morning, the bus stops are packed with students needing to commute to Roosevelt/South, and a lot of the residents in the area bought their homes here for this very reason!" |
| John Ryan | Eugene, OR | 2019-10-22 | "This bus route is really vital for many people in the neighborhoods it passes through and is an important option for students." |
| Jorge Doshi | Portland, NY | 2019-10-22 | "My job depends on this bus, so does my future." |
| Michelle Gleeson | Eugene, OR | 2019-10-23 | "This is an important route past my sons school my sisters house and countless friends houses we need more public transportation in this area not less." |
| Brooke Lumbr | Eugene, OR | 2019-10-23 | "My kids go to Ridgeline Montessori and taking this bus route would be disappointing. They no longer have a bus route for field trips or safe transportation down town as they are almost old enough to ride the bus by themselves." |
| Sabra Marcroft | Eugene, OR | 2019-10-23 | "Transportation access is vital to workers and students." |
| Sara Roadman | Eugene, OR | 2019-10-23 | "This route is used for school field trips" |
| Robyn Suzumrua | Irvine, CA | 2019-10-23 | "The # 28 bus is our neighborhood's only access to the LTD system. LCC and UO students, working families and the elderly all depend on this bus. The students and families at Ridgeline Montessori depend on the # 28 bus to get to school and back from all over our city. Additionally, the students of Ridgeline Montessori depend on this bus for access to all off-campus events and field trips. Although we are a public school, apparently, we do not qualify for a 4J bus. The public bus system is our ONLY option. Please, think of the students in your consideration. Thank you kindly." |
| Ann Carney | Eugene, OR | 2019-10-23 | "Many children at our school depend on the LTD bus service to get to and from school!" |

| Name | Location | Date | Comment |
|-------------------------|------------------|------------|---|
| Daniel Wilson | Eugene, OR | 2019-10-23 | "My family uses the bus to get into town. Our built environment precludes my children from getting around on their own in any other way, and a cut to services would effectively strand them, as well as other folks like the young, elderly, or disabled who are unable to safely travel by car. The 28 bus in the morning is packed to standing room only with students and downtown commuters. I would hate to see them split up into individual cars, adding to congestion and pollution in town." |
| kate Waiser | Indian Trail, NC | 2019-10-23 | "This route is vital to my kids and myself for school !" |
| Sarah Winter | Eugene, OR | 2019-10-23 | "We need a route that provides access to the Ridgeline trail system!" |
| Erika Wolf | Eugene, OR | 2019-10-23 | "I use this bus route to take my students on field trips." |
| Rebecca Stevenson | Springfield, OR | 2019-10-23 | "My kid takes this bus home to Springfield from Ridgeline! We need it!" |
| Douglas Skinner | Eugene, OR | 2019-10-24 | "Seriously, LTD? Your efforts to screw over the citizens of Eugene/Springfield (especially Eugene) is absolutely disgusting. First, your design of the EmX along Franklin caused many long-time business to close down, then you purposefully over stuffed the #41 and #43 in order to push for the West Eugene expansion of the EmX that nobody wanted, and now you're trying to kill a major route to satiate your sadistic need to punish your riders even further? How about you stop your bullshit right where it is and leave the #28 alone." |
| Kristen Fox | Eugene, OR | 2019-10-24 | "People in that area need it." |
| Denise Howard | Eugene, OR | 2019-10-24 | "For all the people that depend on this route" |
| katie cave | eugene, OR | 2019-10-24 | "Many residents at the end of the Amazon loop rely on 28's route to get to work, school, all over town. There are always people at the stops. Getting rid of 28, or even changing the route could have hug negative impacts on the residents in this neighborhood. Not to mention all of the students who use 28 to commute to and from school and field trips for neighborhood schools." |
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| Susanne Taylor | Eugene, OR | 2019-10-24 | "It would have been impossible for my daughter to attend Ridgeline Montessori without this bus. The was a time period when we had only one car, sometimes no car, and thanks to this bus line we didn't have to interrupt her education. I would hate to see kids, who may be lower income or have working parents, lose the opportunity to choose Ridgeline or Charlemagne for their education because the bus no longer serves the area." |
| Toby Schaid | Eugene, OR | 2019-10-25 | "I think we need accessibility by bus for all ends of town" |
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| Elizabeth Alter | Eugene, OR | 2019-11-04 | "This bus is the only reason I can get to work, and therefore the only reason I can live in South Eugene. The removal of this busline would force me to move to areas where rent is more expensive, or the area is more dangerous. The Amazon area needs this busline- many of our livelihoods depend on it." |
| Beckie Abbott | Eugene, OR | 2019-11-04 | "My children have used bus 28 from middle school until now while they attend Oregon. It is a very important life line for many who love in South East Eugene. Let us continue to be a part of Eugene's public transportation." |
| Grace Richards | Eugene, OR | 2019-11-04 | "I want to be close to public transportation." |
| Nicole Smithweiland | Eugene, OR | 2019-11-04 | "This is a route used by several school aged children that I know. It is a vital resource for many families with working parents who can't take the time off to drop off and pick up their kids." |
| Jennifer meyer | Eugene, OR | 2019-11-04 | "This bus is essential to my kids who don't drive." |
| Marshall Wilde | Eugene, OR | 2019-11-04 | "People deserve transit!" |
| Duncan Smith | Eugene, OR | 2019-11-06 | "This is the only bus in this area, after you had Eugene city rebuild the Amazon parkways with bus stops and heavy duty concrete pads where the buses stop and now you want to kill off ridership? Wasted money." |
| Derith Madden | Dana Point, CA | 2019-11-07 | "Mass transit is important to everyone everywhere and should have more routes rather than closing any of them." |
| Kelley Williams | Portland, OR | 2019-11-07 | "Every morning the 24 and the 73 are full of school kids that, presumably, have no other way to get to school. How could they POSSIBLY fit on one bus to get them there on time? Not to mention I can't afford a car. We would have to move." |
| Madeline Temple | Eugene, OR | 2019-11-08 | "It would be cruel to cut service to this area...the buses on these routes are packed with students of all ages, nevermind senior citizens and people who use these routes to buy groceries and complete other necessary endeavors. What do you expect all those people to do? It seems as though you just don't care. What other routes have been proposed to get axed? Must all LTD riders live in fear of what is often their only form of transportation being ripped away from them? The inconsideration and blatant disregard shown |

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| Christian Longworth | Eugene, OR | 2019-11-08 | by this proposal is evident and LTD should be ashamed to show their riders such disdain." |
| Stacy Armstrong | Eugene, OR | 2019-11-08 | "One day they could come for the 27. I don't want to say I sat idly by and watched another small route die only to use my voice when it's happening to me." |
| Stacy Armstrong | Eugene, OR | 2019-11-08 | "I used this bus for almost 10 years. It was my lifeline for 4 of them. It connects so many schools to the university and down town. Many times a day it is standing room only. Save this line!" |
| Chelsea Cherry | Eugene, OR | 2019-11-08 | "This is the bus I take" |
| Laura Riley | Springfield, OR | 2019-11-09 | "Rock on bbs" |
| Kelly Rauscher | Portland, OR | 2019-11-10 | "Our whole family depends on this bus route and allows us to have one vehicle. Our teens don't need to have a driver license because of the convenience this route offers." |
| Tracy Bartlett | Joshua Tree, CA | 2019-11-11 | "I just moved to South Eugene, and part of my location decision was based on being close to a bus stop (Donald & Fox Hollow). Please keep the routes that stop there, there are only 2 of them, my neighbors and I use them both. Thank you." |
| Casey Ridge | Eugene, OR | 2019-11-11 | "I ride the 28 frequently and not having access to a bus line would be really detrimental to my life" |

Comments

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| Roxanne Neumann | Eugene, OR | 2019-10-21 | "I ride the 28 to work all the time. You have cut service to the point that LTD is just a mere skeleton of what it was 20 years ago. We don't need trips every 10 minutes on main routes, we need more service to outlying areas." |
| Rachel Anderson | Eugene, ID | 2019-10-22 | "This bus service is crucial for the East Amazon neighborhood. The bus line is used by children, youth, college students, and elderly. It is used by workers commuting downtown. There are many people in this neighborhood for whom this bus line is their main method of transportation. Please consider keeping bus line #28!" |
| Rebecca Eastwood | Eugene, OR | 2019-10-22 | "We need bus lines in this area." |
| Christiane Barth | Eugene, OR | 2019-10-22 | "I ride the bus and need it to get around" |
| Isabel Scharn | Portland, OR | 2019-10-22 | "This bus line is a main mode of transport for students to get to the neighborhood schools. Every morning, the bus stops are packed with students needing to commute to Roosevelt/South, and a lot of the residents in the area bought their homes here for this very reason!" |
| John Ryan | Eugene, OR | 2019-10-22 | "This bus route is really vital for many people in the neighborhoods it passes through and is an important option for students." |
| Jorge Doshi | Portland, NY | 2019-10-22 | "My job depends on this bus, so does my future." |
| Michelle Gleeson | Eugene, OR | 2019-10-23 | "This is an important route past my sons school my sisters house and countless friends houses we need more public transportation in this area not less." |
| Brooke Lumbr | Eugene, OR | 2019-10-23 | "My kids go to Ridgeline Montessori and taking this bus route would be disappointing. They no longer have a bus route for field trips or safe transportation down town as they are almost old enough to ride the bus by themselves." |
| Sabra Marcroft | Eugene, OR | 2019-10-23 | "Transportation access is vital to workers and students." |
| Sara Roadman | Eugene, OR | 2019-10-23 | "This route is used for school field trips" |
| Robyn Suzumrua | Irvine, CA | 2019-10-23 | "The # 28 bus is our neighborhood's only access to the LTD system. LCC and UO students, working families and the elderly all depend on this bus. The students and families at Ridgeline Montessori depend on the # 28 bus to get to school and back from all over our city. Additionally, the students of Ridgeline Montessori depend on this bus for access to all off-campus events and field trips. Although we are a public school, apparently, we do not qualify for a 4j bus. The public bus system is our ONLY option. Please, think of the students in your consideration. Thank you kindly." |
| Ann Carney | Eugene, OR | 2019-10-23 | "Many children at our school depend on the LTD bus service to get to and from school!" |

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| Daniel Wilson | Eugene, OR | 2019-10-23 | "My family uses the bus to get into town. Our built environment precludes my children from getting around on their own in any other way, and a cut to services would effectively strand them, as well as other folks like the young, elderly, or disabled who are unable to safely travel by car. The 28 bus in the morning is packed to standing room only with students and downtown commuters. I would hate to see them split up into individual cars, adding to congestion and pollution in town." |
| kate Walser | Indian Trail, NC | 2019-10-23 | "This route is vital to my kids and myself for school !" |
| Sarah Winter | Eugene, OR | 2019-10-23 | "We need a route that provides access to the Ridgeline trail system!" |
| Erika Wolf | Eugene, OR | 2019-10-23 | "I use this bus route to take my students on field trips." |
| Rebecca Stevenson | Springfield, OR | 2019-10-23 | "My kid takes this bus home to Springfield from Ridgeline! We need it!" |
| Douglas Skinner | Eugene, OR | 2019-10-24 | "Seriously, LTD? Your efforts to screw over the citizens of Eugene/Springfield (especially Eugene) is absolutely disgusting. First, your design of the EmX along Franklin caused many long-time business to close down, then you purposefully over stuffed the #41 and #43 in order to push for the West Eugene expansion of the EmX that nobody wanted, and now you're trying to kill a major route to satiate your sadistic need to punish your riders even further? How about you stop your bullshit right where it is and leave the #28 alone." |
| Kristen Fox | Eugene, OR | 2019-10-24 | "People in that area need it." |
| Denise Howard | Eugene, OR | 2019-10-24 | "For all the people that depend on this route" |
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| Andrew Hadlock | Eugene, OR | 2019-10-26 | "I use this bus for my daily commute!" |
| Isha Rainbowlight | Eugene, U.S. Outlying Islands | 2019-10-26 | "I understand the balance between coverage and frequency and support efforts to increase in town frequency to make non-commuter bus use possible. However, keeping infrequent commuter-time service for routes like the 28,73,24 is vital to allow people access to the bus system in the first place - because once they get into a car to get into town, they're not going to get out again and bus around town." |
| Carole Barnes | Eugene, OR | 2019-10-27 | "Don't take away our bus service!" |
| John McConnell | Eugene, OR | 2019-10-29 | "Important for Daughter's livelihood." |
| Maggie O'Driscoll | Eugene, OR | 2019-10-30 | "I frequently see folks using this bus especially due to accessibility reasons/not capable of driving themselves. The bus needs to complement the cycling transportation infrastructure, not be one or the other. There are many existing areas of dense housing along the Amazon corridors, not to mention numerous schools and a care facility, and everyone driving is not a solution and everyone cycling is not a reality." |
| Hervey Allen | Eugene, OR | 2019-10-31 | "What a potential disaster! Are you crazy????????!!!! We use this bus daily. My daughter and her friends would be trapped down East Amazon with no easy way to get to core downtown, VRC, anywhere else. This makes ZERO sense to cut this service in any way." |
| Corrin Avchin | US | 2019-11-01 | "It's ridiculous to be getting rid of a bus stop that is SO IMPORTANT." |
| Peter Janes | Portland, OR | 2019-11-01 | "I'm signing because I see the need for this line every day. Please don't take a step back." |
| Stacy Pierce | Portland, OR | 2019-11-01 | "I am signing because I ride this bus twice a day to and from work and there is a need for this route. There are many riders and this would affect many residents, students and the numerous workers who work on this route." |
| Sharil Stinson | Eugene, OR | 2019-11-01 | "Please do not eliminate the #28 route. My grandson takes this bus to the university daily. There is absolutely no parking for students at the UO, so this is his only option for transportation." |
| Gwyneth Iredale | Eugene, OR | 2019-11-03 | "My teens have relied on the #28 to get to high school, jobs and LCC. It's one of the reasons we chose to live off of Amazon in South Eugene. Please keep the #28 route." |
| Jennifer Gordon | Eugene, OR | 2019-11-03 | "We need public transit to meet the city's carbon recovery ordinance goals. Thank you!" |
| Malati Kesaree | Eugene, OR | 2019-11-03 | "I can not drive, and I depend on the bus for all my medical appointments, classes at the UO, and grocery shopping. If this bus is cancelled, it will be devastating! I will not be able to live here!!" |
| Carla Lehrer | Eugene, OR | 2019-11-03 | "I have two children who use the bus to go to school and back. It would truly impact our household." |

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| Katrina Honigs | Eugene, OR | 2019-11-13 | "I got injured and couldn't ride my bike anymore and parking close to the building I work is not possible. The 28 is the only reasonable way for me to get to work." |
| Sharry Lachman | Eugene, OR | 2019-11-13 | "This is a critical route for people on the South side of Eugene!" |
| Brian Lupton | Eugene, OR | 2019-11-14 | "This route is crucial to my neighborhood" |
| Lauren Eilers | Eugene, OR | 2019-11-14 | "Gentrification is not ok" |
| Kate Iles | Eugene, OR | 2019-11-14 | "Lane transit should be ADDING routes, not taking them away!! Many people depend on the bus for their transportation." |
| Lille Stanford | Eugene, US | 2019-11-15 | "I really need this bus rout i use it 4 times a week and it is really the only rout I can and do use" |
| Kara CHRISTIANSEN | Portland, OR | 2019-11-17 | "Mass transit is imperative to a wide swath of elderly, low income, marginalized folks. Additionally, it serves to decrease traffic congestion and carbon emissions. Eugene should be finding ways to increase access to services that ensure participation and inclusion in society." |

Signatures

| Name | Location | Date |
|-------------------|-----------------|-------------|
| Jess Roshak | Eugene, OR | 2019-10-21 |
| Ingrid Skoog | Eugene, OR | 2019-10-21 |
| Laura Berry | Eugene, OR | 2019-10-21 |
| Kadri Jacobsen | Eugene, OR | 2019-10-21 |
| Pam Fletcher | Eugene, OR | 2019-10-21 |
| Nancy Fletcher | Eugene, OR | 2019-10-21 |
| Deborah Libeskind | Eugene, OR | 2019-10-21 |
| Rachel Hopton | Eugene, OR | 2019-10-21 |
| Ingrid Hanson | Eugene, OR | 2019-10-21 |
| Isabel Scharn | Portland, OR | 2019-10-21 |
| Nick O'Quinn | Eugene, OR | 2019-10-21 |
| Roxanne Neumann | Eugene, OR | 2019-10-21 |
| Lynne Fabricant | Eugene, OR | 2019-10-21 |
| Carolyn Rust | Eugene, OR | 2019-10-21 |
| Claudia Miller | Eugene, OR | 2019-10-21 |
| Diane Haas | Eugene, OR | 2019-10-21 |
| Steven Falb | Eugene, OR | 2019-10-21 |
| Jerry Jacobson | Eugene, OR | 2019-10-21 |
| linda bumpas | Portland, OR | 2019-10-21 |
| Mark Lindberg | Eugene, OR | 2019-10-21 |

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| Tara Jecklin | Eugene, OR | 2019-10-21 |
| Paul Jacobsen | Eugene, OR | 2019-10-22 |
| Mark Hewitt | Eugene, OR | 2019-10-22 |
| Dennis Hoerner | Eugene, OR | 2019-10-22 |
| Rachel Anderson | Eugene, ID | 2019-10-22 |
| Sharon Klein | Eugene, OR | 2019-10-22 |
| Heather Sterling-Minder | Eugene, OR | 2019-10-22 |
| Dawna Miller | Eugene, OR | 2019-10-22 |
| Bette Bauer | Eugene, OR | 2019-10-22 |
| Terri Berling | Eugene, OR | 2019-10-22 |
| Rebecca Eastwood | Eugene, OR | 2019-10-22 |
| Ingrid Wendt-Salisbury | Eugene, OR | 2019-10-22 |
| Cathy Calisch | Eugene, OR | 2019-10-22 |
| NORMAN LEWIS | Eugene, OR | 2019-10-22 |
| Virginia Donohue | Eugene, OR | 2019-10-22 |
| Karyl Moore | Eugene, OR | 2019-10-22 |
| MS Vitus | Eugene, OR | 2019-10-22 |
| Abigail Howard | Eugene, OR | 2019-10-22 |
| Susan Carkin | Eugene, OR | 2019-10-22 |
| Tracy Miller | Eugene, OR | 2019-10-22 |
| Lori Singels | Eugene, OR | 2019-10-22 |
| Debra Barber | Eugene, OR | 2019-10-22 |

| Name | Location | Date |
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| Cassie Voneps | Eugene, OR | 2019-10-22 |
| Christiane Barth | Eugene, OR | 2019-10-22 |
| Marti Gerdes | Eugene, OR | 2019-10-22 |
| Ania Zygmunt-Zak | Eugene, OR | 2019-10-22 |
| stephen anderson | Eugene, OR | 2019-10-22 |
| Alana Stadig | Eugene, OR | 2019-10-22 |
| John Ryan | Eugene, OR | 2019-10-22 |
| Sebastiane Powers | Eugene, OR | 2019-10-22 |
| Katharina Jones | Eugene, OR | 2019-10-22 |
| Paul Bierman | Eugene, OR | 2019-10-22 |
| Dharma Wease | Eugene, OR | 2019-10-22 |
| Sabrina Ray | Eugene, OR | 2019-10-22 |
| Sally Mims | Eugene, OR | 2019-10-22 |
| Russell Brink | Eugene, OR | 2019-10-22 |
| Lisa Scarola | Eugene, OR | 2019-10-22 |
| Jorge Doshi | Portland, NY | 2019-10-22 |
| Grayson Ray | Eugene, OR | 2019-10-22 |
| Ginny Alfriend | Eugene, OR | 2019-10-22 |
| David Lains | Eugene, OR | 2019-10-22 |
| Ron Holland | Eugene, OR | 2019-10-22 |
| Anna Hindley | Eugene, OR | 2019-10-22 |
| Sally Krueger | Eugene, OR | 2019-10-22 |

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| Debbie Holland | Eugene, OR | 2019-10-22 |
| Maile Urbancic | Eugene, OR | 2019-10-22 |
| Shannon Wallin | Eugene, OR | 2019-10-22 |
| Jerad Anderson | Portland, OR | 2019-10-22 |
| Nash N Alex Allen | Eugene, OR | 2019-10-22 |
| Hayli Ballentine | Eugene, OR | 2019-10-22 |
| Vance Thompson | Eugene, OR | 2019-10-22 |
| Rachel Aronowitz | Eugene, OR | 2019-10-22 |
| Kathryn Snell-Ryan | Eugene, OR | 2019-10-23 |
| Allison McGuffie | Eugene, OR | 2019-10-23 |
| Samuel Davis | Swindon, UK | 2019-10-23 |
| Christy Williams | Eugene, OR | 2019-10-23 |
| Rebecca Stafford | Eugene, OR | 2019-10-23 |
| Myra Sperley | Eugene, OR | 2019-10-23 |
| Michelle Gleeson | Eugene, OR | 2019-10-23 |
| Beth Bauer | Eugene, OR | 2019-10-23 |
| marta cuboni | Eugene, OR | 2019-10-23 |
| Scott Roshak | Eugene, OR | 2019-10-23 |
| Sydney Magnus | Eugene, OR | 2019-10-23 |
| Graham Kribs | Eugene, OR | 2019-10-23 |
| Bonnie Glass | Eugene, OR | 2019-10-23 |
| Jonathon Campbell | Eugene, OR | 2019-10-23 |

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|-------------------|-----------------|-------------|
| Amy Clifton | Eugene, OR | 2019-10-23 |
| Jacob Riddle | Eugene, OR | 2019-10-23 |
| Amelia Campos | Eugene, OR | 2019-10-23 |
| Teresa Myers | Eugene, OR | 2019-10-23 |
| Shelah Van Meer | Eugene, OR | 2019-10-23 |
| Shannon Hoell | Eugene, OR | 2019-10-23 |
| Leilani Stokes | Eugene, OR | 2019-10-23 |
| Michelle Dreiling | Eugene, OR | 2019-10-23 |
| Brooke Lumbr | Eugene, OR | 2019-10-23 |
| Carmen Coleman | Portland, OR | 2019-10-23 |
| Sorrel Arends | Eugene, OR | 2019-10-23 |
| Samantha Windred | Eugene, OR | 2019-10-23 |
| Naomi Kramer | Eugene, OR | 2019-10-23 |
| Jay Snider | Eugene, OR | 2019-10-23 |
| Sarah Wright | Boise, ID | 2019-10-23 |
| John Davidson | Eugene, OR | 2019-10-23 |
| Lara Ravitch | Eugene, OR | 2019-10-23 |
| Sabra Marcroft | Eugene, OR | 2019-10-23 |
| Erika Westling | Eugene, OR | 2019-10-23 |
| Sara Roadman | Eugene, OR | 2019-10-23 |
| Chuck Ingram | Wilmington, DE | 2019-10-23 |
| Jayne Palmer | Eugene, OR | 2019-10-23 |

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| Jan Eliot | Eugene, OR | 2019-11-13 |
| Mike Dart | Eugene, OR | 2019-11-13 |
| Patrick Johnson | Eugene, OR | 2019-11-13 |
| Wayne Kingsbury | Eugene, OR | 2019-11-13 |
| Aisha Brundan | Eugene, OR | 2019-11-13 |
| Michelle Benoit | Eugene, OR | 2019-11-13 |
| Mix H***r | Connersville, US | 2019-11-13 |
| Siddhe Patel | Storrs Mansfield, US | 2019-11-13 |
| Rose Benoit | Baytown, US | 2019-11-13 |
| Denise Helfer | Phoenix, US | 2019-11-13 |
| Dan Rotundo | Cleveland, OH | 2019-11-13 |
| Jackson Lewis | US | 2019-11-13 |
| kenzie vestal | Dallas, US | 2019-11-13 |
| Fortnite is fun Olson | Park Ridge, US | 2019-11-13 |
| Kaitlin O'Donnell | Brooklyn, US | 2019-11-13 |
| Shantel Moses | Anaconda, US | 2019-11-13 |
| Patrick Smith | Eugene, OR | 2019-11-14 |
| Cindy Danforth | Eugene, OR | 2019-11-14 |
| Martha Skiff | Eugene, OR | 2019-11-14 |
| Shane Thuillez | Wichita, US | 2019-11-14 |
| Myron Jeffrey | Baton Rouge, US | 2019-11-14 |
| mary auman | Bennett, US | 2019-11-14 |

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| Brian Lupton | Eugene, OR | 2019-11-14 |
| Lauren Eilers | Eugene, OR | 2019-11-14 |
| Cathy Irvine | Springfield, OR | 2019-11-14 |
| eryn hansen | Brookings, OR | 2019-11-14 |
| Matthew Osborn-Grosso | Eugene, OR | 2019-11-14 |
| Kate Iles | Eugene, OR | 2019-11-14 |
| Amy Carlock | Cannon Beach, OR | 2019-11-14 |
| James Yankee | Cadillac, US | 2019-11-14 |
| Richard Patterson | US | 2019-11-14 |
| Ericka Thessen | Eugene, OR | 2019-11-14 |
| Rebecca Lee | Winter Springs, US | 2019-11-14 |
| Ben Dapkus | San Carlos, US | 2019-11-14 |
| Pete James | Granbury, US | 2019-11-14 |
| Lane Taliaferro | Flower Mound, US | 2019-11-14 |
| Matthew Geronimo | Pearblossom, US | 2019-11-14 |
| Sabrina Wells | Arkansas City, US | 2019-11-14 |
| Jurijs Grigorjevs | Rockford, US | 2019-11-14 |
| valerie guignet | Merritt Island, US | 2019-11-14 |
| aaron Flores | Montebello, US | 2019-11-14 |
| Amanda Ervin | Eugene, OR | 2019-11-14 |
| Dahna Solar | Eugene, OR | 2019-11-14 |
| Lille Stanford | Eugene, US | 2019-11-15 |

| Name | Location | Date |
|--------------------------------|----------------------|-------------|
| Mary McCoy | Eugene, OR | 2019-11-15 |
| Fatima Toure | Brooklyn, NY, US | 2019-11-15 |
| Logan Joyner | Panama City, US | 2019-11-15 |
| Mathew Serrano | Canyon Country, US | 2019-11-15 |
| Hannington S | New York, US | 2019-11-15 |
| Alexis Cummings | Midland, US | 2019-11-15 |
| Michael Cummings | Manassas, US | 2019-11-15 |
| Adrianna Dirubbo | Wappingers Falls, US | 2019-11-15 |
| Juan Vazquez | Riverview, US | 2019-11-15 |
| Tammie Albert | Eugene, US | 2019-11-15 |
| Christopher Kelly | Eugene, OR | 2019-11-15 |
| Evelyn Rosas | Eugene, OR | 2019-11-15 |
| Melany Cupa | Los Angeles, US | 2019-11-15 |
| John Billings | Green Ridge, US | 2019-11-15 |
| Selina Oran | Knoxville, US | 2019-11-15 |
| (anonymous animator) save them | Reston, US | 2019-11-15 |
| sara cosper | Temple, US | 2019-11-15 |
| Abigail McCoy | Victoria, US | 2019-11-15 |
| Cheyenne Griffin | Las Vegas, NV | 2019-11-15 |
| Xitlali Torres | Eugene, OR | 2019-11-15 |
| Alicia Newton-Hamill | Eugene, OR | 2019-11-16 |

| Name | Location | Date |
|------------------------|-----------------|-------------|
| Miyana Coe | US | 2019-11-16 |
| Julio Rojas | Raleigh, US | 2019-11-16 |
| Noemi Garcia Jover | Apopka, US | 2019-11-16 |
| Roxanne Caredio | Eugene, OR | 2019-11-16 |
| Leslie Burciaga | San Leandro, US | 2019-11-16 |
| Judith Schoap | Eugene, OR | 2019-11-16 |
| Joe McCully | Eugene, OR | 2019-11-17 |
| Automne Glasow | Eugene, OR | 2019-11-17 |
| Kara CHRISTIANSEN | Portland, OR | 2019-11-17 |
| Amy Buettner | Eugene, OR | 2019-11-17 |
| Sarah Peters | Eugene, OR | 2019-11-18 |
| Heidi Holzgrafe | Cloverdale, OR | 2019-11-18 |
| Sarah Vostal | Portland, OR | 2019-11-18 |
| Eric Willock | Damascus, OR | 2019-11-18 |
| Beverly Bachmayer | Toledo,, OR | 2019-11-18 |
| Kimberly VanSickle | Bend, OR | 2019-11-18 |
| Lisa Kochevar | Eugene, OR | 2019-11-18 |
| Ms Rhonda Smith | Portland, US | 2019-11-19 |
| Allegra Autumn Rainbow | Portland, OR | 2019-11-19 |
| Joanne Walz | Woodburn, OR | 2019-11-19 |
| Mike Bradford | Portland, OR | 2019-11-19 |
| Kenny Mason | Eugene, OR | 2019-11-19 |

| Name | Location | Date |
|--------------------|------------------|-------------|
| Tamara Mason | Eugene, OR | 2019-11-19 |
| Theresa Lide | Nowhereville, US | 2019-11-19 |
| Mark Krusenstjerna | Eugene, OR | 2019-11-20 |

| Name | Location | Date |
|---------------------------|-----------------|-------------|
| Lesley Griffel | Eugene, OR | 2019-10-23 |
| Jennifer Otto | Eugene, OR | 2019-10-23 |
| Laura Waters | Eugene, OR | 2019-10-23 |
| Jessica Schuman | Eugene, OR | 2019-10-23 |
| Cherise Fox | Eugene, OR | 2019-10-23 |
| Patrick Neve | Eugene, OR | 2019-10-23 |
| Corey Swift | Eugene, OR | 2019-10-23 |
| Robyn Suzumrua | Irvine, CA | 2019-10-23 |
| Danielle Wade | Eugene, OR | 2019-10-23 |
| Rachael Friese | Portland, OR | 2019-10-23 |
| Ann Carney | Eugene, OR | 2019-10-23 |
| Daniel Wilson | Eugene, OR | 2019-10-23 |
| kate Walser | Eugene, OR | 2019-10-23 |
| Danaan O'Donnell-Davidson | Eugene, OR | 2019-10-23 |
| Amanda Bedortha | Eugene, OR | 2019-10-23 |
| Audrey Frank | Eugene, OR | 2019-10-23 |
| Sarah Winter | Eugene, OR | 2019-10-23 |
| Chuck Kalnbach | Eugene, OR | 2019-10-23 |
| ELIZABETH FROST | Eugene, OR | 2019-10-23 |
| Monica Maynard | Eugene, OR | 2019-10-23 |
| Sue Welch | Reading, PA | 2019-10-23 |
| Emmaline Wease | Eugene, OR | 2019-10-23 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Anuheia Chandler | Eugene, OR | 2019-10-23 |
| Erika Wolf | Eugene, OR | 2019-10-23 |
| Rebecca Stevenson | Springfield, OR | 2019-10-23 |
| shawn doge | Houston, US | 2019-10-23 |
| Ann Wright | Eugene, OR | 2019-10-23 |
| Diega Douglas | Eugene, OR | 2019-10-23 |
| Kanchan Deshpande | Eugene, OR | 2019-10-23 |
| Jessica Batterman | Eugene, OR | 2019-10-23 |
| Julia Green | Eugene, OR | 2019-10-24 |
| Joanne OHearn | Eugene, OR | 2019-10-24 |
| Maria Nemirovskaya | Eugene, OR | 2019-10-24 |
| Natasha London | Eugene, OR | 2019-10-24 |
| Carol Lambright | Eugene, OR | 2019-10-24 |
| Michelle Rivers | Springfield, OR | 2019-10-24 |
| Rebecca Byerley | Eugene, OR | 2019-10-24 |
| Casey Bush | Eugene, OR | 2019-10-24 |
| Tracy Welch | Eugene, OR | 2019-10-24 |
| Megan Ary | Springfield, OR | 2019-10-24 |
| Christine DeMoll | Eugene, OR | 2019-10-24 |
| Mary Kate Land | Eugene, OR | 2019-10-24 |
| Melanie Cliff | Eugene, OR | 2019-10-24 |
| Jenna Staymate | Eugene, OR | 2019-10-24 |

| Name | Location | Date |
|----------------------|-----------------|-------------|
| Melanie Germond | Eugene, OR | 2019-10-24 |
| Heather Hayward | Eugene, OR | 2019-10-24 |
| Douglas Skinner | Eugene, OR | 2019-10-24 |
| Shelby Dreiling | Eugene, OR | 2019-10-24 |
| Becky Bear | Eugene, OR | 2019-10-24 |
| Nicolette Swan | Eugene, OR | 2019-10-24 |
| Karen Mortensen | Eugene, OR | 2019-10-24 |
| Betsy Boyd | Eugene, OR | 2019-10-24 |
| Brandy Hurlbut | Eugene, OR | 2019-10-24 |
| Hollie Kelley | Springfield, OR | 2019-10-24 |
| Misti McNair | Eugene, OR | 2019-10-24 |
| Alyssa Baz | Eugene, OR | 2019-10-24 |
| Ashlie Andrus karker | Federal Way, WA | 2019-10-24 |
| Kristen Fox | Eugene, OR | 2019-10-24 |
| Dale Norris | Eugene, OR | 2019-10-24 |
| Sarah Sandberg | Eugene, OR | 2019-10-24 |
| Sky Coburn | Eugene, OR | 2019-10-24 |
| Jordan Zacharek | Eugene, OR | 2019-10-24 |
| Natanya Drummond | Eugene, OR | 2019-10-24 |
| Rebecca Lawrence | Eugene, OR | 2019-10-24 |
| April Lightcap | Eugene, OR | 2019-10-24 |
| Denise Howard | Eugene, OR | 2019-10-24 |

| Name | Location | Date |
|--------------------|---------------------|-------------|
| Steve Hejna | Eugene, OR | 2019-10-24 |
| Robert Graef | Eugene, OR | 2019-10-24 |
| Hannah Harrison | Eugene, OR | 2019-10-24 |
| Dylan Plumm | Russell Springs, US | 2019-10-24 |
| Mina Wegner | Eugene, OR | 2019-10-24 |
| Amy Cooper | Saint Johns, FL | 2019-10-24 |
| Sara Armstrong | Eugene, OR | 2019-10-24 |
| Dede Moreck | Eugene, OR | 2019-10-24 |
| Ashlynn McGraw | Eugene, OR | 2019-10-24 |
| Kizzy Reynolds | Eugene, OR | 2019-10-24 |
| Paxton S. | Broomfield, US | 2019-10-24 |
| Tyler Mickelson | Springfield, OR | 2019-10-24 |
| Michael Bustamante | Hayward, CA | 2019-10-24 |
| Autum Loverin | Springfield, OR | 2019-10-24 |
| Niels Pasternak | Eugene, OR | 2019-10-24 |
| Robin Chappell | Eugene, OR | 2019-10-24 |
| katie cave | eugene, OR | 2019-10-24 |
| Sherrie McLeod | Kellogg, ID | 2019-10-24 |
| Latrice Rowland | Springfield, OR | 2019-10-24 |
| Aryn Bartley | Burbank, CA | 2019-10-24 |
| Sacia de Andrade | Eugene, OR | 2019-10-24 |
| Susanne Taylor | Eugene, OR | 2019-10-24 |

| Name | Location | Date |
|---------------------|------------------|-------------|
| Jen Osborn | Eugene, OR | 2019-10-25 |
| Stephannie Borreson | Portland, OR | 2019-10-25 |
| Toby Schaid | Eugene, OR | 2019-10-25 |
| Diana Wells | Eugene, OR | 2019-10-25 |
| Madihah Zawawi | Malaysia | 2019-10-25 |
| Daniel Feeley | Las Vegas, US | 2019-10-25 |
| Sean Stewart | Eugene, OR | 2019-10-25 |
| Alexandra Esqueda | Eugene, OR | 2019-10-25 |
| Brent Hefley | Eugene, OR | 2019-10-25 |
| shane harms | eugene, OR | 2019-10-25 |
| Lori Singels | Eugene, OR | 2019-10-25 |
| Raina Smith | Eugene, OR | 2019-10-26 |
| Patrick Bradt | Eugene, OR | 2019-10-26 |
| John Shields | Eugene, OR | 2019-10-26 |
| Sara Meyer | Eugene, OR | 2019-10-26 |
| Andrew Hadlock | Eugene, OR | 2019-10-26 |
| Miriam Rigby | Eugene, OR | 2019-10-26 |
| Liang Huang | Eugene, OR | 2019-10-26 |
| Erica Shofner | Eugene, OR | 2019-10-26 |
| Hillary Paffenroth | Rohnert Park, CA | 2019-10-26 |
| Ginger Topize | Eugene, OR | 2019-10-26 |
| YUCHUN LIN | Taipei, Taiwan | 2019-10-26 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Amanda Thompson | Eugene, OR | 2019-10-26 |
| Heather Borgaro | Eugene, OR | 2019-10-26 |
| Corey Abramson | Eugene, OR | 2019-10-26 |
| Priscilla Myco | Eugene, OR | 2019-10-26 |
| Tessa McCusker | Eugene, OR | 2019-10-26 |
| Shannon Kubas | Eugene, OR | 2019-10-26 |
| Natalie Wattles | Eugene, OR | 2019-10-26 |
| Tyler Adams | Cumberland, MD | 2019-10-26 |
| Zayah Taber | Portland, OR | 2019-10-26 |
| Isha Wilson | Eugene, OR | 2019-10-26 |
| Jennifer Ferro | Eugene, OR | 2019-10-26 |
| Carol Anderson | Eugene, OR | 2019-10-26 |
| Solstice Dunbar | Denver, OR | 2019-10-26 |
| Carole Barnes | Eugene, OR | 2019-10-27 |
| William Belansky | Eugene, OR | 2019-10-27 |
| Kevin Madden | Eugene, OR | 2019-10-27 |
| Jessica Ghiglieri | Eugene, OR | 2019-10-27 |
| Patricia Lucas | Eugene, OR | 2019-10-27 |
| Diana Oshea | Eugene, OR | 2019-10-27 |
| Rick OShea | Eugene, OR | 2019-10-27 |
| Eitan R | Bronx, US | 2019-10-29 |
| seth smasal | Baldwin City, US | 2019-10-29 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Therese Lang | Eugene, OR | 2019-10-29 |
| Patricia McConnell | Eugene, OR | 2019-10-29 |
| Leland O'Driscoll | Eugene, OR | 2019-10-29 |
| John McConnell | Eugene, OR | 2019-10-29 |
| Jean Maier | Eugene, OR | 2019-10-30 |
| Caitlin O'Quinn | Eugene, OR | 2019-10-30 |
| Eva Sylwester | Eugene, OR | 2019-10-30 |
| Jeremiah Johnson | Eugene, OR | 2019-10-30 |
| Kemi Balogun | Eugene, OR | 2019-10-30 |
| Jeff Krueger | Eugene, OR | 2019-10-30 |
| Jeremiah Kerber | Eugene, OR | 2019-10-30 |
| Lynn Lontos | Eugene, OR | 2019-10-30 |
| Lindsay Kron | Eugene, OR | 2019-10-30 |
| Maggie O'Driscoll | Eugene, OR | 2019-10-30 |
| Kristin Gloystein | Eugene, OR | 2019-10-31 |
| Piper Lawrence | Amarillo, US | 2019-10-31 |
| Judith Shapiro | Eugene, OR | 2019-10-31 |
| Hervey Allen | Eugene, OR | 2019-10-31 |
| Steven Moore | Eugene, OR | 2019-10-31 |
| Alexander Saucedo | Eugene, OR | 2019-10-31 |
| Harinder Khalsa | Eugene, OR | 2019-10-31 |
| Steve Gibson | Eugene, OR | 2019-10-31 |

| Name | Location | Date |
|---------------------|-----------------|-------------|
| Jan Bohman | Eugene, OR | 2019-11-01 |
| katherine hostetter | Eugene, OR | 2019-11-01 |
| Rebecca Lowe | Eugene, OR | 2019-11-01 |
| Jeanette Tilghman | Eugene, OR | 2019-11-01 |
| Joyce Winslow | Eugene, OR | 2019-11-01 |
| Michele Civiello | Eugene, OR | 2019-11-01 |
| Michael Nease | Eugene, OR | 2019-11-01 |
| Heather Wilson | Eugene, OR | 2019-11-01 |
| Corrin Avchin | US | 2019-11-01 |
| David Hoffman | Eugene, OR | 2019-11-01 |
| Peter Janes | Portland, OR | 2019-11-01 |
| Stacy Pierce | Portland, OR | 2019-11-01 |
| Libby Bottero | Eugene, OR | 2019-11-01 |
| Terry Hillyer | Eugene, OR | 2019-11-01 |
| Brook Costello | Eugene, OR | 2019-11-01 |
| GABRIELLA AYRES | Eugene, OR | 2019-11-01 |
| Tinessa Johnsrud | Eugene, OR | 2019-11-01 |
| Sharil Stinson | Eugene, OR | 2019-11-01 |
| George Evano | Eugene, OR | 2019-11-01 |
| Stephen Altman | Eugene, OR | 2019-11-01 |
| C.W. Lupton | Eugene, OR | 2019-11-01 |
| Jim Bouse | Eugene, OR | 2019-11-01 |

| Name | Location | Date |
|--------------------|-----------------|-------------|
| Beverly Goodrich | Eugene, OR | 2019-11-01 |
| Jessica Schmidt | Eugene, OR | 2019-11-02 |
| MaryJo Comins | Eugene, OR | 2019-11-02 |
| Andrea Rodriguez | Dallas, US | 2019-11-02 |
| Tia Holmes | Raleigh, US | 2019-11-02 |
| Abigail Hoffheimer | Henrico, US | 2019-11-02 |
| Sokhna Ndoye | Warwick, US | 2019-11-02 |
| Najih Mohamme | Wylie, US | 2019-11-02 |
| Jon Lowery | Eugene, OR | 2019-11-02 |
| Holly Albone | Eugene, OR | 2019-11-02 |
| Karla Deloera | Norman, US | 2019-11-03 |
| Juan Rios | Houston, US | 2019-11-03 |
| Amy Dunn | Eugene, OR | 2019-11-03 |
| Gwyneth Iredale | Eugene, OR | 2019-11-03 |
| Jennifer Gordon | Eugene, OR | 2019-11-03 |
| Marilyn Bergman | Eugene, OR | 2019-11-03 |
| David Greee | Eugene, OR | 2019-11-03 |
| Carol Gigliotti | Eugene, OR | 2019-11-03 |
| Brian Johnson | Eugene, OR | 2019-11-03 |
| Malati Kesaree | Eugene, OR | 2019-11-03 |
| Joan Green | Eugene, OR | 2019-11-03 |
| Donna Butera | Portland, OR | 2019-11-03 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Kristin Winnor | Eugene, OR | 2019-11-03 |
| Carla Lehrer | Eugene, OR | 2019-11-03 |
| Janice Buehler | Billings, MT | 2019-11-03 |
| nigger nigger | Ghana, US | 2019-11-03 |
| Debi Newberry | Eugene, OR | 2019-11-03 |
| Melanie Peters | Eugene, OR | 2019-11-03 |
| Red Blue | Ashburn, US | 2019-11-04 |
| Julia Green | Eugene, OR | 2019-11-04 |
| Elizabeth Alter | Eugene, OR | 2019-11-04 |
| Debra Bogart | Eugene, OR | 2019-11-04 |
| Daniel Shore | Eugene, OR | 2019-11-04 |
| Robin Cochran | Eugene, OR | 2019-11-04 |
| Beckie Abbott | Eugene, OR | 2019-11-04 |
| Amy Smolek | Eugene, OR | 2019-11-04 |
| Grace Richards | Eugene, OR | 2019-11-04 |
| Hernando Convers | Eugene, OR | 2019-11-04 |
| Heather Henderson | Eugene, OR | 2019-11-04 |
| Allene Kaiser | Eugene, OR | 2019-11-04 |
| Mila Meldosian | Eugene, OR | 2019-11-04 |
| Rebecca Flynn | Eugene, OR | 2019-11-04 |
| Christa Dinwoodie | Fort Collins, CO | 2019-11-04 |
| Carolyn Jenkins | Eugene, OR | 2019-11-04 |

| Name | Location | Date |
|---------------------|---------------------|-------------|
| Nicole Smithweiland | Eugene, OR | 2019-11-04 |
| Jennifer meyer | Eugene, OR | 2019-11-04 |
| Penelope Thompson | US | 2019-11-04 |
| CHARLES HAM | Fort Collins, CO | 2019-11-04 |
| Richard McGuinness | Eugene, OR | 2019-11-04 |
| Marshall Wilde | Eugene, OR | 2019-11-04 |
| Scott MacWilliams | Eugene, OR | 2019-11-04 |
| Sandra Gorchow | Eugene, OR | 2019-11-04 |
| Anthony Viviano | Fort Myers, US | 2019-11-04 |
| Avery Kirby | Richmond, US | 2019-11-04 |
| Lucy Bambrey | Eugene, OR | 2019-11-04 |
| Stephanie Jennings | Eugene, OR | 2019-11-05 |
| Melissa Gomsrud | Springfield, OR | 2019-11-05 |
| Danna Cardenas | Staten Island, US | 2019-11-05 |
| Matthew Hernandez | Fort Lauderdale, US | 2019-11-05 |
| George Ann Olson | Phoenix, AZ | 2019-11-05 |
| Naomi Fadness | El paso, US | 2019-11-05 |
| Karen Edmonds | Eugene, OR | 2019-11-05 |
| Vi Truong | Eugene, OR | 2019-11-05 |
| Ruth Heller | Eugene, OR | 2019-11-05 |
| Savanah Timberlake | Murfreesboro, US | 2019-11-06 |
| Kassie Ioannou | Clemmons, US | 2019-11-06 |

| Name | Location | Date |
|----------------------------|-----------------|-------------|
| Aaron Hernandez | El paso, US | 2019-11-06 |
| Michelle Holdway | Eugene, OR | 2019-11-06 |
| Jann Gorrin | Eugene, OR | 2019-11-06 |
| Duncan Smith | Eugene, OR | 2019-11-06 |
| Jon Lowe | ROCKVILLE, US | 2019-11-06 |
| Jessica Murray | Eugene, OR | 2019-11-06 |
| Stephanie Dresie | Eugene, OR | 2019-11-06 |
| Paula Cortez | Eugene, OR | 2019-11-06 |
| Marquita Herald | Springfield, OR | 2019-11-06 |
| Jeanne Yohn | Eugene, OR | 2019-11-06 |
| diane devillers | eugene, OR | 2019-11-06 |
| Lynn Dean | Eugene, OR | 2019-11-06 |
| Tim Armstrong | Eugene, OR | 2019-11-07 |
| Johanna Magner | Eugene, OR | 2019-11-07 |
| Lana Byal | sequim, Peru | 2019-11-07 |
| Mia Raso | Medford, US | 2019-11-07 |
| Pris Marie | US | 2019-11-07 |
| Ylva Hernkund | Eugene, OR | 2019-11-07 |
| Zzander sksksksksksksksksk | Florence, US | 2019-11-07 |
| Charis Shin | Carrollton, US | 2019-11-07 |
| Dyan Campbell | Eugene, OR | 2019-11-07 |
| LeeAnn Hansen | Eugene, OR | 2019-11-07 |

| Name | Location | Date |
|----------------------------|------------------|-------------|
| Charles Tuerk | Eugene, OR | 2019-11-07 |
| Jon Farah | Eugene, OR | 2019-11-07 |
| Tracy Jeanty | Medford, OR | 2019-11-07 |
| Sonya Cobb | Portland, OR | 2019-11-07 |
| Barbara Madden | Eugene, OR | 2019-11-07 |
| Derith Madden | Dana Point, CA | 2019-11-07 |
| Christine Myles | Eugene, OR | 2019-11-07 |
| Kadence Anthony | Grand Island, US | 2019-11-07 |
| Caleb Wooten | US | 2019-11-07 |
| Gwynneth McLaughlin | Eugene, OR | 2019-11-07 |
| Kelley Williams | Portland, OR | 2019-11-07 |
| Sahalie Albone | Eugene, OR | 2019-11-08 |
| Bradley Haskell | Eugene, OR | 2019-11-08 |
| Tracy Bridges | Enville, US | 2019-11-08 |
| Madeline Temple | Eugene, OR | 2019-11-08 |
| Susan Truax | Eugene, OR | 2019-11-08 |
| Brittany Banna | Eugene, OR | 2019-11-08 |
| Eric Roberts | Eugene, OR | 2019-11-08 |
| Isabelle Bostelman-Rinaldi | Eugene, OR | 2019-11-08 |
| Christian Longworth | Eugene, OR | 2019-11-08 |
| Andtew Caudill | Lexington, US | 2019-11-08 |
| Eric Dobbins | Zanesville, US | 2019-11-08 |

| Name | Location | Date |
|--------------------|----------------------|-------------|
| Deb Casey | Eugene, OR | 2019-11-08 |
| John Witte | Eugene, OR | 2019-11-08 |
| Isabel Schiller | Eugene, OR | 2019-11-08 |
| Ashley Carey | Springfield, OR | 2019-11-08 |
| Stacy Armstrong | Eugene, OR | 2019-11-08 |
| Kelly Long | Gainesville, US | 2019-11-08 |
| Chandelle Esgate | Springfield, OR | 2019-11-08 |
| Jedediah Tunelli | Eugene, OR | 2019-11-08 |
| Rose Ahearn | Eugene, OR | 2019-11-08 |
| Ingrid Brandt | Eugene, OR | 2019-11-08 |
| Chelsea Cherry | Eugene, OR | 2019-11-08 |
| Stephanie Tunelli | Eugene, OR | 2019-11-08 |
| Ana Mcabee | Eugene, OR | 2019-11-08 |
| Guillermo Perales | Portland, OR | 2019-11-08 |
| Gail Karuna Vetter | Eugene, OR | 2019-11-08 |
| sue dockstader | Grants Pass, OR | 2019-11-08 |
| Laura Golden | Eugene, OR | 2019-11-08 |
| Hilaree MacPherson | Springfield, OR | 2019-11-08 |
| Philip Hanft | Eugene, OR | 2019-11-08 |
| Michael Doyle | Worcester, US | 2019-11-08 |
| Jared Stout | West Valley City, US | 2019-11-08 |
| Allison Ford | Eugene, OR | 2019-11-09 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Haisu Huang | 大连, China | 2019-11-09 |
| STEPHEN JOHNSTON | Eugene, OR | 2019-11-09 |
| Sage Kretschmann | Eugene, OR | 2019-11-09 |
| Laura Riley | Springfield, OR | 2019-11-09 |
| Chad Kretschmann | Eugene, OR | 2019-11-09 |
| Blade Smiddy | Cincinnati, US | 2019-11-09 |
| Brad Ferguson | Eugene, OR | 2019-11-09 |
| Cilka Daniels | Portland, OR | 2019-11-09 |
| Tabitha Dolan | Eugene, OR | 2019-11-09 |
| Kendra Essman | Eugene, OR | 2019-11-09 |
| Ashley Roberts | Cincinnati, US | 2019-11-09 |
| Caryn Herman | US | 2019-11-09 |
| Stephanie Mccarty | Grand Rapids, MI | 2019-11-09 |
| Mitchell Widener | Eugene, OR | 2019-11-09 |
| Laura Capobianco | Binghamton, US | 2019-11-09 |
| Stephen Temple | Springfield, OR | 2019-11-10 |
| Natosha Cogburn | Eugene, OR | 2019-11-10 |
| Luke Dassonville | Grants Pass, OR | 2019-11-10 |
| Lertis Chapman | Eugene, OR | 2019-11-10 |
| Kelly Rauscher | Portland, OR | 2019-11-10 |
| William Rauscher | Portland, OR | 2019-11-10 |
| Cody Stephens | Eugene, OR | 2019-11-11 |

| Name | Location | Date |
|-----------------------|-----------------|-------------|
| Sasha Scharadin | Eugene, OR | 2019-11-11 |
| Nichole Burian | Eugene, OR | 2019-11-11 |
| Shelly Turner | Eugene, OR | 2019-11-11 |
| James Lewis | Noti, OR | 2019-11-11 |
| Susan Stewart | Eugene, OR | 2019-11-11 |
| Matt Stewart | Eugene, OR | 2019-11-11 |
| Leigh H | Eugene, OR | 2019-11-11 |
| Tracy Bartlett | Joshua Tree, CA | 2019-11-11 |
| Casey Ridge | Eugene, OR | 2019-11-11 |
| Laura Brees | Avon, CT | 2019-11-11 |
| Alex Darwin | Eugene, OR | 2019-11-11 |
| Leveretta Chen | Eugene, WA | 2019-11-11 |
| Maya Stewart | Eugene, OR | 2019-11-11 |
| Shad Stafford | Eugene, OR | 2019-11-11 |
| Lauren Bailey | Eugene, OR | 2019-11-11 |
| Siri Alexander | Eugene, OR | 2019-11-11 |
| Genevieve Kirkpatrick | Eugene, OR | 2019-11-11 |
| karen covino | Eugene, OR | 2019-11-12 |
| Nathan Johansson | US | 2019-11-12 |
| Charles Delana | Las Cruces, US | 2019-11-12 |
| kaitlyn jones | Queen Creek, US | 2019-11-12 |
| Christine Mitchell | Eugene, OR | 2019-11-12 |

| Name | Location | Date |
|---|-----------------|-------------|
| Sarah Kerr-Daly | Eugene, OR | 2019-11-12 |
| Maura Scanlon | Eugene, OR | 2019-11-12 |
| Kelly Caine | Lakeland, US | 2019-11-12 |
| Isabelle Tennant | Springfield, OR | 2019-11-12 |
| Ken Paul | Eugene, OR | 2019-11-12 |
| Jackie Anderson | Eugene, OR | 2019-11-12 |
| Vicki Jefferson | Eugene, OR | 2019-11-12 |
| carla crow | Eugene, OR | 2019-11-12 |
| Gabrielle Raviolo | Eugene, OR | 2019-11-12 |
| Carson States | Eugene, OR | 2019-11-12 |
| Katie Rose | Portland, OR | 2019-11-13 |
| Joel McClure | Tacoma, WA | 2019-11-13 |
| Roberta Pupilli | Eugene, OR | 2019-11-13 |
| Katrina Honigs | Eugene, OR | 2019-11-13 |
| Michael Moewe | Eugene, OR | 2019-11-13 |
| Laura Betty 3910 Donald ST. Eugene 97405 | Grants Pass, OR | 2019-11-13 |
| Ted Lay | Eugene, OR | 2019-11-13 |
| Ria Arbogast | Eugene, OR | 2019-11-13 |
| siochain oconnor | eugene, OR | 2019-11-13 |
| Michelle McLeod | Eugene, OR | 2019-11-13 |
| Kathleen Rutecki | Eugene, OR | 2019-11-13 |

| Name | Location | Date |
|-------------------|------------------|-------------|
| Sharry Lachman | Eugene, OR | 2019-11-13 |
| Sarah Snyder | Eugene, OR | 2019-11-13 |
| Annie O'Shea | Eugene, OR | 2019-11-13 |
| Nicholas Klenk | Eugene, OR | 2019-11-13 |
| Ignacio Michelena | Rochester, US | 2019-11-13 |
| vanessa guzman | Perris, US | 2019-11-13 |
| Destiny Brown | FORT COLLINS, CO | 2019-11-13 |
| Samantha Schwandt | Knoxville, US | 2019-11-13 |
| Aysenur Kaymaz | Cleveland, US | 2019-11-13 |
| Stephanie Hayes | Eugene, OR | 2019-11-13 |
| Karine Patel | Oak Grove, US | 2019-11-13 |
| Don Pate | Eugene, OR | 2019-11-13 |
| Patrick Hayes | Pensacola, FL | 2019-11-13 |
| Judith Raiskin | Eugene, OR | 2019-11-13 |
| Valerie Blood | Eugene, OR | 2019-11-13 |
| Peter Dragovich | Eugene, OR | 2019-11-13 |
| Paul Daly | Eugene, OR | 2019-11-13 |
| Judy Kappeler | Eugene, OR | 2019-11-13 |
| Donna O'Neil | Eugene, OR | 2019-11-13 |
| John Carlson | Miami, US | 2019-11-13 |
| Pamela Dogue | Gaithersburg, US | 2019-11-13 |
| Jennifer Sparks | Eugene, OR | 2019-11-13 |

| Name | Location | Date |
|------------------|--------------------|-------------|
| Cheryl Lorenz | Eugene, OR | 2019-11-13 |
| Jacob Estep | Cincinnati, US | 2019-11-13 |
| Christy Miller | Cowley, WY | 2019-11-13 |
| Keith Broderson | Cypress, US | 2019-11-13 |
| Raina Smith | Eugene, OR | 2019-11-13 |
| Andrea Stapleton | Eugene, US | 2019-11-13 |
| Russell Melia | Eugene, OR | 2019-11-13 |
| Dan Sanz | Eugene, OR | 2019-11-13 |
| Pam DeLaittre | Cottage Grove, OR | 2019-11-13 |
| Marilyn Magnus | Eugene, OR | 2019-11-13 |
| Dylan Winston | Holly Springs, US | 2019-11-13 |
| Dwight Smith | Virginia Beach, US | 2019-11-13 |
| Kendrick Gilkey | Seattle, WA | 2019-11-13 |
| Jacob Barnes | Wake Forest, US | 2019-11-13 |
| Adam Kaluba | Cincinnati, US | 2019-11-13 |
| natalie shoppa | Muscataine, US | 2019-11-13 |
| Lindsey Johnson | Eugene, OR | 2019-11-13 |
| Gayle Truax | Eugene, OR | 2019-11-13 |
| Suzi O'Rourke | Springfield, OR | 2019-11-13 |
| Angela Egremont | Eugene, OR | 2019-11-13 |
| Austin Oiler | Avella, US | 2019-11-13 |
| Tiernan Dunsmuir | Kingston, US | 2019-11-13 |

| Name | Location | Date |
|-----------------------|----------------------|-------------|
| Jan Eliot | Eugene, OR | 2019-11-13 |
| Mike Dart | Eugene, OR | 2019-11-13 |
| Patrick Johnson | Eugene, OR | 2019-11-13 |
| Wayne Kingsbury | Eugene, OR | 2019-11-13 |
| Aisha Brundan | Eugene, OR | 2019-11-13 |
| Michelle Benoit | Eugene, OR | 2019-11-13 |
| Mix H***r | Connersville, US | 2019-11-13 |
| Siddhe Patel | Storrs Mansfield, US | 2019-11-13 |
| Rose Benoit | Baytown, US | 2019-11-13 |
| Denise Helfer | Phoenix, US | 2019-11-13 |
| Dan Rotundo | Cleveland, OH | 2019-11-13 |
| Jackson Lewis | US | 2019-11-13 |
| kenzie vestal | Dallas, US | 2019-11-13 |
| Fortnite is fun Olson | Park Ridge, US | 2019-11-13 |
| Kaitlin O'Donnell | Brooklyn, US | 2019-11-13 |
| Shantel Moses | Anaconda, US | 2019-11-13 |
| Patrick Smith | Eugene, OR | 2019-11-14 |
| Cindy Danforth | Eugene, OR | 2019-11-14 |
| Martha Skiff | Eugene, OR | 2019-11-14 |
| Shane Thuillez | Wichita, US | 2019-11-14 |
| Myron Jeffrey | Baton Rouge, US | 2019-11-14 |
| mary auman | Bennett, US | 2019-11-14 |

| Name | Location | Date |
|-----------------------|--------------------|-------------|
| Brian Lupton | Eugene, OR | 2019-11-14 |
| Lauren Eilers | Eugene, OR | 2019-11-14 |
| Cathy Irvine | Springfield, OR | 2019-11-14 |
| eryn hansen | Brookings, OR | 2019-11-14 |
| Matthew Osborn-Grosso | Eugene, OR | 2019-11-14 |
| Kate Iles | Eugene, OR | 2019-11-14 |
| Amy Carlock | Cannon Beach, OR | 2019-11-14 |
| James Yankee | Cadillac, US | 2019-11-14 |
| Richard Patterson | US | 2019-11-14 |
| Ericka Thessen | Eugene, OR | 2019-11-14 |
| Rebecca Lee | Winter Springs, US | 2019-11-14 |
| Ben Dapkus | San Carlos, US | 2019-11-14 |
| Pete James | Granbury, US | 2019-11-14 |
| Lane Taliaferro | Flower Mound, US | 2019-11-14 |
| Matthew Geronimo | Pearblossom, US | 2019-11-14 |
| Sabrina Wells | Arkansas City, US | 2019-11-14 |
| Jurijs Grigorjevs | Rockford, US | 2019-11-14 |
| valerie guignet | Merritt Island, US | 2019-11-14 |
| aaron Flores | Montebello, US | 2019-11-14 |
| Amanda Ervin | Eugene, OR | 2019-11-14 |
| Dahna Solar | Eugene, OR | 2019-11-14 |
| Lille Stanford | Eugene, US | 2019-11-15 |

| Name | Location | Date |
|--------------------------------|----------------------|-------------|
| Mary McCoy | Eugene, OR | 2019-11-15 |
| Fatima Toure | Brooklyn, NY, US | 2019-11-15 |
| Logan Joyner | Panama City, US | 2019-11-15 |
| Mathew Serrano | Canyon Country, US | 2019-11-15 |
| Hannington S | New York, US | 2019-11-15 |
| Alexis Cummings | Midland, US | 2019-11-15 |
| Michael Cummings | Manassas, US | 2019-11-15 |
| Adrianna Dirubbo | Wappingers Falls, US | 2019-11-15 |
| Juan Vazquez | Riverview, US | 2019-11-15 |
| Tammie Albert | Eugene, US | 2019-11-15 |
| Christopher Kelly | Eugene, OR | 2019-11-15 |
| Evelyn Rosas | Eugene, OR | 2019-11-15 |
| Melany Cupa | Los Angeles, US | 2019-11-15 |
| John Billings | Green Ridge, US | 2019-11-15 |
| Selina Oran | Knoxville, US | 2019-11-15 |
| (anonymous animator) save them | Reston, US | 2019-11-15 |
| sara cosper | Temple, US | 2019-11-15 |
| Abigail McCoy | Victoria, US | 2019-11-15 |
| Cheyenne Griffin | Las Vegas, NV | 2019-11-15 |
| Xitlali Torres | Eugene, OR | 2019-11-15 |
| Alicia Newton-Hamill | Eugene, OR | 2019-11-16 |

| Name | Location | Date |
|------------------------|-----------------|-------------|
| Miyana Coe | US | 2019-11-16 |
| Julio Rojas | Raleigh, US | 2019-11-16 |
| Noemi Garcia Jover | Apopka, US | 2019-11-16 |
| Roxanne Caredio | Eugene, OR | 2019-11-16 |
| Leslie Burciaga | San Leandro, US | 2019-11-16 |
| Judith Schoap | Eugene, OR | 2019-11-16 |
| Joe McCully | Eugene, OR | 2019-11-17 |
| Automne Glasow | Eugene, OR | 2019-11-17 |
| Kara CHRISTIANSEN | Portland, OR | 2019-11-17 |
| Amy Buettner | Eugene, OR | 2019-11-17 |
| Sarah Peters | Eugene, OR | 2019-11-18 |
| Heidi Holzgrafe | Cloverdale, OR | 2019-11-18 |
| Sarah Vostal | Portland, OR | 2019-11-18 |
| Eric Willock | Damascus, OR | 2019-11-18 |
| Beverly Bachmayer | Toledo,, OR | 2019-11-18 |
| Kimberly VanSickle | Bend, OR | 2019-11-18 |
| Lisa Kochevar | Eugene, OR | 2019-11-18 |
| Ms Rhonda Smith | Portland, US | 2019-11-19 |
| Allegra Autumn Rainbow | Portland, OR | 2019-11-19 |
| Joanne Walz | Woodburn, OR | 2019-11-19 |
| Mike Bradford | Portland, OR | 2019-11-19 |
| Kenny Mason | Eugene, OR | 2019-11-19 |

| Name | Location | Date |
|--------------------|------------------|------------|
| Tamara Mason | Eugene, OR | 2019-11-19 |
| Theresa Lide | Nowhereville, US | 2019-11-19 |
| Mark Krusenstjerna | Eugene, OR | 2019-11-20 |

Name

Location

Date

| Name | Location | Date |
|------------------|--------------------|-------------|
| Cheryl Lorenz | Eugene, OR | 2019-11-13 |
| Jacob Estep | Cincinnati, US | 2019-11-13 |
| Christy Miller | Cowley, WY | 2019-11-13 |
| Keith Broderson | Cypress, US | 2019-11-13 |
| Raina Smith | Eugene, OR | 2019-11-13 |
| Andrea Stapleton | Eugene, US | 2019-11-13 |
| Russell Melia | Eugene, OR | 2019-11-13 |
| Dan Sanz | Eugene, OR | 2019-11-13 |
| Pam DeLaittre | Cottage Grove, OR | 2019-11-13 |
| Marilyn Magnus | Eugene, OR | 2019-11-13 |
| Dylan Winston | Holly Springs, US | 2019-11-13 |
| Dwight Smith | Virginia Beach, US | 2019-11-13 |
| Kendrick Gilkey | Seattle, WA | 2019-11-13 |
| Jacob Barnes | Wake Forest, US | 2019-11-13 |
| Adam Kaluba | Cincinnati, US | 2019-11-13 |
| natalie shoppa | Muscataine, US | 2019-11-13 |
| Lindsey Johnson | Eugene, OR | 2019-11-13 |
| Gayle Truax | Eugene, OR | 2019-11-13 |
| Suzi O'Rourke | Springfield, OR | 2019-11-13 |
| Angela Egremont | Eugene, OR | 2019-11-13 |
| Austin Oiler | Avella, US | 2019-11-13 |
| Tiernan Dunsmuir | Kingston, US | 2019-11-13 |

TRANSIT TOMORROW – STAKEHOLDER & PUBLIC MEETINGS:

LANE SHELTERCARE – March 6, 2020

Meeting: Lane ShelterCare
Date & Time: Friday, March 6, 2020, 8:30 a.m.
Location: LTD - Glenwood
LTD Attendees: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Specialized Services
Jennifer Zankowski, Senior Development Planner

ShelterCare Attendees: Michelle Hanks, CEO

Meeting Notes:

Tom provided a presentation using PowerPoint.

Questions/Feedback:

Ms. Hanks shared that transit is critical for the people the organization serves – it provides access to jobs, health care and other services and amenities. A common complaint she hears about the existing system is if someone misses a bus, then they have to wait a long time to catch another bus. This makes it difficult for people to get to appointments on time and sometimes means that folks will sit in the lobby, so as to not have to wait for their next bus outside. The proposed changes to frequency and span is a great solution to alleviate this issue and would be beneficial for the people ShelterCare serves.

Many ShelterCare clients use RideSource. Staff shared more information about how the RideSource boundary is drawn and how the proposed change could change this boundary and what options the LTD Board will be considering.

Ms. Hanks noted that proximity to transit is an important factor when the organization is looking to locate a facility. Most all facilities are located near EmX or a bus route. We discussed the ShelterCare properties on Highway 99 and MLK Jr. – these properties would be served by a 15-minute route, which is great. She noted that a new family supportive housing complex will be built near the Fairgrounds – this site will be served by 15-minute service.

Ms. Hanks appreciated that LTD has developed the proposed changes around the current mobility needs of the community. We discussed how LTD plans to evaluate the system on a more on-going basis (every three years) to be more responsive to changing mobility needs.

LTD staff shared more about the Mobility Management Plan effort that will be starting this year.

Ms. Hanks requested that LTD reconnect soon after a decision is made (the sooner the better). She suggested her staff could help LTD with public education. She suggest that LTD train the peer support, case management and other front line staff at ShelterCare (and other sister organizations) about the changes, so they, in turn, could help educate the people they work with. ShelterCare would like to be partner of LTD to help us succeed with this project.

Ms. Hanks suggested that LTD review Lane County's TAC report (Dec 2019) as a tool to explain how the proposed changes align with the priorities/locations future projects. She also suggest that we contact LEAGUE of Lane County – this group could would make for a good focus group/contacts LTD should keep in touch with as the project advances.

FOOD FOR LANE COUNTY – March 5, 2020

Meeting: Food for Lane County (FFLC)
Date & Time: Thursday, March 5, 2020, 9:00 a.m.
Location: FFLC Office, 770 Bailey Hill Rd, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Jennifer Zankowski, Senior Development Planner

Meeting Notes:

Tom and Jennifer provided a presentation using handouts.

Questions/Feedback:

FFLC shared their appreciation for LTD and the contribution LTD makes to the community. They emphasized how exceptional LTD operators are – their thoughtfulness and caring mean a lot.

Many people that FFLC serve use transit to access cooking classes and the food pantries throughout the community. The organization tries to plan events/food pantry locations/facilities where transit routes are located.

The food pantries are open for a limited amount of time times so the added frequency and associated travel time reliability, and the extended evening and weekend service stand to make it easier for people to access the pantries.

Similarly, FFLC staff feel these changes help their clients' access jobs more easily; they are hopeful about the positive outcomes of more reliable transportation to work.

FFLC staff were happy to see that the proposed network serves many affordable housing complexes.

There was some concern that the proposed changes may mean longer walks – those that come to the food pantries have boxes of groceries to carry. Particular concern was for older adults, persons with disabilities and those who are also traveling with children.

Many of the seniors that FFLC serves are home-bound. Staff shared more information about how the RideSource boundary is drawn and how the proposed change could change this boundary and what options the LTD Board will be considering.

Staff shared more about the relationship between Transit Tomorrow and the Moving Ahead project.

The homeless kitchen & dining hall is downtown (270 W. 8th) – this facility will be served by the proposed system. There was a discussion about homeless camps being moved to Highway 99 and the challenge of connecting this area to downtown. Segments of Highway 99 will be served by 15-minute service to downtown and the length of Highway 99 within Eugene will be served by the existing rural route.

We discussed the low-income pass program – FFLC provides transit passes as part of their job access program. They really appreciate the additional subsidy that LTD is providing, and they find the online registration tool easy to use.

FFLC is not currently using a group pass for employees because they do not meet the threshold for number of participating employees. They were interested in learning more about other options – in the context of a more frequent transit system, more staff may be interested in participating.

We talked more about building ridership in the context of social bias/stigma and both real and perceived safety issues. While a long-term solution is a community-wide effort, FFLC staff suggested that we use stories of the variety of people who ride the bus today. They have people in mind that might be good examples.

FFLC staff would like to help LTD provide education about the proposed changes and encourage people to try transit.

OREGON SUPPORTED LIVING PROGRAM (OSLP) – March 4, 2020

Meeting: OSLP Staff
Date & Time: Wednesday, March 4, 2020, 2:30 p.m.
Location: OSLP Office, 412 Pearl Street, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting Notes:

Andrew provided a presentation using PowerPoint.

Questions/Feedback:

This group has heard from the Southeast Neighbors about their concerns – they were happy that LTD staff was there to share more about the project and answer questions.

OSLP selects the locations of their homes and facilities based on proximity to transit – transit is important for both their staff as well as the people they serve.

Currently, the bus is not the best option for those that have multiple errands/appointments – the proposed increases in frequency can help with this. Equally, traveling on holidays can be hard; however with the changes to weekend service, and therefore holiday service, this would be improved.

OSLP staff think EmX is awesome, and overall, the proposed changes in frequency and span will positively impact staff and the people they serve.

Most OSLP facilities will be served by the proposed system, with the exception of their housing on Dillard Rd/Old Dillard Rd. The residents and staff at this housing facility would have to find different transportation options as the walk would be too far.

OSLP serves many people who use wheelchairs in the Santa Clara area – with the current frequency, there are sometimes challenges when the wheelchair bays are full/some have to wait for the next bus. The proposed changes to frequency would help alleviate this issue. There are concerns about missing sidewalks in the Santa Clara neighborhood – access to transit is not always safe/wheelchair users travel in the road (Ferndale Drive was called out specifically).

From OSLP's perspective, RideSource has not been a good option for those that need to be on time for an appointment. OSLP only uses RideSource in cases of an emergency. For the people OSLP serves, riding the bus provides a sense of independence and traveling on the bus feels safe.

We talked more how the proposed changes and the potential to increase ridership could help the community achieve its climate change goals. We talked briefly about the findings of our greenhouse gas inventory and findings.

We also talked more about how the proposed changes could change how some students would get to school. We clarified the roles and responsibilities that LTD and school districts' have as it relates to school bus service.

OSLP has used group pass for employees in the past but currently does not because they do not meet the threshold for number of participating employees. They were interested in learning more about other options – in the context of a more frequent transit system, more staff may be interested in participating.

OSLP staff will be sharing what they learned from LTD to their wider staff to better frame how they might best support the project.

LANE COMMUNITY COLLEGE (LCC) – March 4, 2020

Meeting: LCC Facilities Council
Date & Time: Tuesday, March 3, 2020, 3:30 p.m.
Location: LCC Main Campus, 30th Ave, Building 7
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting Notes:

Andrew provided a presentation using PowerPoint.

Questions/Feedback:

To be completed.

PEACEHEALTH – March 4, 2020

Meeting: PeaceHealth
Date & Time: Tuesday, March 3, 2020, 9:30 a.m.
Location: Conference Call
LTD Attendees: Cosette Rees, Director of Specialized Services
Jennifer Zankowski, Senior Development Planner
Kim Le, Development Planner

Meeting Notes:

Jennifer provided a presentation over the phone and using handouts.

Questions/Feedback:

To be completed.

CORNERSTONE COMMUNITY HOUSING – February 28, 2020

Meeting: Cornerstone Community Housing Staff
Date & Time: Friday, February 28, 2020, 9:30 a.m.
Location: Cornerstone Community Housing – 1175 Charnelton St. Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Cosette Rees, Director of Specialized Services

Meeting Notes:

Tom provided a presentation using handouts.

Questions/Feedback:

Frequency is important. I don't ride here in our community but do when I go to other cities who have reliable frequent service. I live at the top of SW Eugene hill and I don't have service and don't expect it to serve that neighborhood.

The convenience of frequency for appointments, work, getting their groceries is really important so like the service and the proposed model.

Woodleaf – Some residents depend on the bus; affordable housing is planned to be distributed throughout our community, not necessarily where the bus currently serves.

It's not necessarily reasonable to expect the bus is going to serve all affordable housing locations.

Trying to find the perfect location for affordable housing with all the amenities and access is difficult.

Would love to have transit on Hunsaker, but understand why LTD doesn't serve it; looking for other ways to provide access.

New SC Station – Greenleaf and Apple Orchard facilities will be happy. There is other affordable housing, and planned affordable housing, nearby so it's a great location.

EUGENE MISSION – February 27, 2020

Meeting: Eugene Mission
Date & Time: Thursday, February 27, 2020, 11:00 a.m.
Location: Eugene Mission – 1542 W. 1st Street, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Jennifer Zankowski, Senior Development Planner

Meeting was attended by 2 staff members from the Eugene Mission (see attached sign-in sheet).

Meeting Notes:

Tom provided a presentation using handouts.

Questions/Feedback:

Transportation is critical for guests at Eugene Mission – most guests rely on bikes and transit for all of their mobility needs.

LTD buses service is critical to helping people access medical/social services appointments and jobs. There are important resources in downtown Eugene and job/day-labor opportunities in Springfield that Eugene Mission guests frequent.

Comments:

The proposed system maintains all of the critical transportation connections and would provide better transit services for the people that the Mission serves. For these reasons, Mission staff are supportive of the proposed changes and are willing to write a letter of support.

Mission staff noted that the stop at Chambers/2nd tends to be a hangout spot -- many people that gather there are male Mission guests, some are using drugs/causing problems/hanging out, some are waiting for the bus. Mission staff are concerned that this congregation of people make it uncomfortable for transit users to access their facility. They noted that women with children do not use this stop. These concerns were shared with LTD Security and City of Eugene Police Department.

Mission staff suggested that we conduct a focus group of Mission guests to learn more about their perspectives and experiences using transit.

UO LIVEMOVE – February 26, 2020

Meeting: UO LiveMove Student Group
Date & Time: Wednesday, February 26, 2020, 5:30 p.m.
Location: UO EMU, Cedar Room
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Jennifer Zankowski, Sr. Development Planner
Andrew Martin, Development Planner
Jeremy Card, Service Planner

19 LiveMove members attended.

Meeting Notes:

Jennifer provided a PowerPoint presentation.

Questions addressed /conversation Included:

- How will we monitor service and make changes if it isn't performing correctly?
- Is TT going to make investments like BRT to accomplish the frequency? How does TT relate to the MovingAhead project?
- Was this change requested by the community, or by LTD?
- A lot of conversation and ideas about first-last mile connections.
- Connectivity is good and important

Feedback:

- Very supportive of this network – especially because is in alignment with the city plans
- Also very supportive. We're Planning students and this is good transit. Coordinating land-use, jobs, etc. applies and creates what we're learning.
- Lived in Japan and Korea – didn't have to think about transit schedules, etc. Never used here because it's too complicated/inconvenient.
- With this network, I would go a lot more places on the bus. Lives on EmX and typically only travels on EmX because of the complications. If she has to travel to places NOT on EmX, she drives.

YA PO AH TERRACE – February 26, 2020

Meeting: Ya Po Ah Terrace – Senior Residential Building
Date & Time: Wednesday, February 26, 2020, 2:00 p.m.
Location: Ya Po Ah Terrace, 350 Pearl Street, Eugene
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Scwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting Notes:

To be completed.

RELIEF NURSERY – February 25, 2020

Meeting: Relief Nursery Staff
Date & Time: Tuesday, February 25, 2020, 2:45 p.m.
Location: LTD Admin Glenwood
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting Notes:

Andrew provided a presentation using handouts.

Questions/Feedback:

- Doesn't cover their area.
- 80 people work at the nursery. Difficult to walk from Main Street to Springfield site with young children
- Great work and keeping up on best practices
- School around the corner; certainly some kids probably use public transit to get to/from school; also staff would potentially be riding.
- Used to drive a car but doesn't now because of travel time, so pro is this would shorten the travel time.
- Classes in the afternoon Mon-Fri. Not everyone who wants to attend is making it to the class.
- Suggestions for smaller buses?
- They have some vehicles trying to provide transportation; have to do secure parking for vehicles they have because of theft/vandalism (gas lines cut, etc.)
- They can only provide transportation for 8 children.
- Understand challenges and why LTD is looking to make this change; their second location adds more transportation challenge.
- Shelter placement – would like to see a covered/lit shelter for kids and parents to wait for a bus in a covered lit location.
- Most important factor is safety.
- Interested in working with the community to figure out how they can participate to create safe community transportation.

Andrew discussed trade-offs; we could add service into coverage and it will need to come out of other service.

Looking for community partnership to provide service.

Good to add evening service as they have been or are riders might get stranded.

PUBLIC LISTENING SESSION, EUGENE – February 20, 2020

| | |
|----------------|---|
| Meeting: | Public Listening Session, Springfield |
| Date & Time: | February 20, 2020 |
| Location: | Home2Suites Meeting Room, Eugene |
| LTD Attendees: | Tom Schwetz, Director of Planning & Development Cosette Rees, Director of Specialized Services Mark Johnson, Assistant General Manager Andrew Martin, Development Planner Jennifer Zankowski, Senior Development Planner Kim Le, Development Planner Bret Smith, Service Planner Heather Lindsey, Service Planner Jeramy Card, Service Planner Renee Jones, Marketing Representative Kelly Perron, Administrative Assistant |

Meeting Notes:

The listening session was held in an open house format with stations of exhibit boards and other printed materials. Each station was staff by LTD team members to help explain the content and answer questions. The following materials were presented at each station:

- **Station 1 – Sign-in Table** – members of the public were greeted and asked to sign in. There were provided two project handouts and a comment form. The exhibit at the sign-in table provided information about: the purpose of the meeting; how to get the most out of the meeting; and the content of the rest of the stations.
- **Station 2 – Background Information** – the exhibit provided more information about what the Transit Tomorrow project is and why the study was conducted.
- **Station 3 – What we Learned & What we Heard** – the exhibit summarized the main themes of stakeholder/public feedback received during the first 2 phases of public outreach for the project. This station also included a table with printed versions of all of the technical reports published to date for the project, including: Choices Report + Appendices; Draft Plan + Appendices; Outreach Summary Reports; and Pedestrian Network Analysis.
- **Station 4 – Proposed System** – this station had several exhibit boards include: Current System Map, Proposed System Map, Proposed System Frequency and Span, Change in Access Transit Bar Chart, Change in Access to Transit Overview, Meeting Community Goals & Values.
- **Station 5 – Next Steps** – the exhibit provided the milestone of the project timeline; it highlighted milestones that have already been reached (where we've been) and future milestone (what's next).
- **Station 6 – Comment Table** – the exhibit at the comment table provided more information about how to comment at the meeting and how to provide feedback after the meeting. The comment table included pens, extra comment forms and a comment box.

See the sign-in sheet and scanned comment forms for more details about attendance and feedback received.

ACCESSIBLE TRANSPORTATION COMMITTEE – February 18, 2020

Meeting: LTD Accessible Transportation Committee – Staff Advisory
Date & Time: Tuesday, February 18, 2020, 10:00 a.m.
Location: Next Stop Center, Eugene OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Andrew Martin, Development Planner
John Ahlen, Accessible Services Specialist

Committee: Ed Necker
Hoover Chamblis
Ruth Linoz
Paul Blaylock
Stefan Kwaitkowski

Meeting Notes:

Andrew provided a presentation using handouts.

Discussion included:

- Reviewed where seniors live in relation with the proposed network

Feedback:

Difference of opinion. Some people feel that some access, even if it's not convenient, is most important. Others feel increasing frequency is best as it creates more capacity for wheelchairs, currently experiencing overloads, making the service more useful for people traveling using mobility devices.

Requested follow up presentation after March Board meeting.

FAIRMOUNT NEIGHBORS ASSOCIATION – February 18, 2020

Meeting: Fairmount Neighbors Association Monthly Meeting
Date & Time: Tuesday, February 18, 2020, 7:30 p.m.
Location: Ford Alumni Center, Eugene OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting Notes:

Andrew provided a PowerPoint presentation.

Feedback:

- Deleting service would reduce environmental sustainability and increase congestion since it would make more people drive cars;
- Individual depends on Route 27 and rides everyday, but continuing to operate it is a waste of money to serve this neighborhood.
- LTD is the best service for a community our size and the proposed network looks right to him;
- Encourage LTD to look at other options to connect outlying areas to transit system; look holistically. Consider subsidizing Uber rides to connect with EmX.
- Supportive of other models. We shouldn't be operating buses where it doesn't make sense.

LEAGUE OF WOMEN VOTERS – February 13, 2020

Meeting: League of Women Voters
Date & Time: Thursday, February 13, 2020, 3:30 p.m.
Location: Claim 52 Kitchen, Eugene OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting Notes:

Andrew provided a PowerPoint presentation.

Discussion included:

- Declining ridership nationwide and in our community; members were curious about what is driving the decline in transit ridership. Staff mentioned a variety of social and economic factors that influence transportation choice including the changing mobility landscape.
- Reviewed where seniors live in relation with the proposed network
- Options for access discussed, including:
 - Carshare
 - Shopping shuttles
 - More park & ride locations/capacity
 - Free fares
 - Carsharing
 - Bikeshare
 - E-Scooters
 - Grant programs to provide low-income access to e-bikes and e-scooters

Feedback:

Generally agreed with the goals of Transit Tomorrow; the strategy to move towards a frequency-based system has the potential to make transit more attractive.

The group asked why we think ridership has been declining and whether a change would change this trend.

A couple was concerned about losing access they were counting on as they are aging – the longer walk to service could be challenging when they get older.

LANE INDEPENDENT LIVING ALLIANCE (LILA) – February 13, 2020

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|-------------------------|---|
| <i>Meeting:</i> | Lane Independent Living Alliance (LILA) |
| <i>Date, Time &</i> | Thursday, February 13, 2020 |
| <i>Location:</i> | LILA Office, 20 E. 13 th Avenue, Eugene, OR |
| <i>LTD Attendance:</i> | Tom Schwetz, Director of Planning & Development Cosette Rees, Director of Customer Service & Marketing John Ahlen, Accessible Services Specialist Andrew Martin, Development Planner Jennifer Zankowski, Senior Development Planner |

Meeting Notes:

Andrew provided a presentation using handouts. The group then asked questions and provided feedback.

LTD's Accessible Transportation Committee (ATC)

There was general concern voiced about a lack of inclusion of the disability community as a part of the Transit Tomorrow decision-making process. There were questions about why LTD's accessible transportation committee has not formally met in some time, what steps could be taken to reactivate this group to provide their recommendations to the LTD Board regarding Transit Tomorrow. LILA constituents expressed a desire to reconvene and participate in the ATC as a means to stay engaged with LTD projects and proposed changes. They requested that information about ATC meetings be easier to find/clear to access on LTD's website. Someone also noted that the ADA phone number on LTD's website is not active.

LTD's Bus Stops – General Comments

Safe access to bus stops was a concern in general. There are locations within LTD's system (River Road area was called out specifically) where sidewalks are missing, roads are crowned, lighting is lacking and not all bus stops provide shelter. The lack of these amenities presents safety concerns and makes access to transit more difficult, particularly for those in a mobility device. Making improvements would require coordination with local jurisdictions (Eugene, Springfield, and Lane County).

In response to concerns about stop accessibility, John mentioned a planning committee which includes membership from both LTD and LILA (PTAC's ADA workgroup) that is focusing on accessibility and bus stops, with the goal of developing guidelines/a toolkit for transit agencies throughout the State of Oregon. Surveys for both transit providers and riders will be made available and shared widely.

Transit Tomorrow - Outreach

The group suggested that LTD use more tools/media to get the word out about this project. Predominantly online media is not effective in their opinion. They suggested more noticeable material on all buses (e.g. posters) that clearly state what the project is and how to get involved. Another suggestion was to make use of driver/bus announcements as a communication tool.

There was specific concern that LTD's website is the primary communication tool for the project. Commenters felt that project materials were hard to find on the website (e.g. not located in a place that they normally go, such as route alerts pages), and were not in a format that was accessible to all people

-- largely visual/graphic in nature. The group requested that the website content be compatible with screen readers and use text that describes the proposed changes at a route level. Perhaps links to the project page/materials should be more ubiquitous throughout ltd.org.

Transit Tomorrow – General Comments

A commenter has a question about whether the location of group homes were considered in developing the proposed system changes.

A commenter noted that the proposed changes should not result in winners and losers.

A commenter noted that Ride Source is not a great alternative for work commutes and/or for those with travel needs that require being on time.

Route 33 – a commenter wanted to know more about the costs associated with providing 33 as a coverage route and whether an alternative vehicle (other than a bus) could be a viable option. This person wanted to know more about how other mobility options could work.

CATHOLIC COMMUNITY SERVICES – February 13, 2020

Meeting: Catholic Community Services Staff
Date & Time: Friday, February 21, 2020, 11:00 a.m.
Location: CCS, 1025 G Street, Springfield OR
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner

Meeting Notes:

Andrew provide a PowerPoint presentation.

Discussion included:

- Discussion about how this will affect access to RideSource;
- Asked about access to specific CCS locations, seems to continue to serve fine;
- Reviewed maps showing where populations of need live

Feedback:

- Generally agreed with the goals of Transit Tomorrow.

PUBLIC LISTENING SESSION, SPRINGFIELD – February 11, 2020

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|----------------|--|
| Meeting: | Public Listening Session, Springfield |
| Date & Time: | Tuesday, February 11, 2020 |
| Location: | Springfield City Hall, Lobby, Springfield |
| LTD Attendees: | Tom Schwetz, Director of Planning & Development Cosette Rees, Director of Specialized Services Andrew Martin, Development Planner Jennifer Zankowski, Senior Development Planner Kim Le, Development Planner Bret Smith, Service Planner Renee Jones, Marketing Representative Kelly Perron, Administrative Assistant |

Meeting Notes:

The listening session was held in an open house format with stations of exhibit boards and other printed materials. Each station was staff by LTD team members to help explain the content and answer questions. The following materials were presented at each station:

- **Station 1 – Sign-in Table** – members of the public were greeted and asked to sign in. There were provided two project handouts and a comment form. The exhibit at the sign-in table provided information about: the purpose of the meeting; how to get the most out of the meeting; and the content of the rest of the stations.
- **Station 2 – Background Information** – the exhibit provided more information about what the Transit Tomorrow project is and why the study was conducted.
- **Station 3 – What we Learned & What we Heard** – the exhibit summarized the main themes of stakeholder/public feedback received during the first 2 phases of public outreach for the project. This station also included a table with printed versions of all of the technical reports published to date for the project, including: Choices Report + Appendices; Draft Plan + Appendices; Outreach Summary Reports; and Pedestrian Network Analysis.
- **Station 4 – Proposed System** – this station had several exhibit boards include: Current System Map, Proposed System Map, Proposed System Frequency and Span, Change in Access Transit Bar Chart, Change in Access to Transit Overview, Meeting Community Goals & Values.
- **Station 5 – Next Steps** – the exhibit provided the milestone of the project timeline; it highlighted milestones that have already been reached (where we've been) and future milestone (what's next).
- **Station 6 – Comment Table** – the exhibit at the comment table provided more information about how to comment at the meeting and how to provide feedback after the meeting. The comment table included pens, extra comment forms and a comment box.

See the sign-in sheet and scanned comment forms for more details about attendance and feedback received.

FRIENDLY AREA NEIGHBORS – January 23, 2020

Meeting: Friendly Area Neighbors (FAN) Monthly Meeting
Date & Time: Thursday, January 23, 2020, 6:30pm
Location: Washington Park Cottage, 2025 Washington St., Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Mark Johnson, Assistant General Manager
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner
Kim Le, Development Planner

Meeting Notes:

The meeting opened with public testimony, as requested by FAN leadership. Jennifer then provided a presentation via Power Point and the remainder of the meeting was spent answering questions and taking feedback.

About 75 people were in attendance. Attendees were a mix of residents from the Friendly neighborhood and the Southeast neighborhood. For this reason it was difficult to discern which comments were specific to the Friendly neighborhood.

Comments/Concerns:

- Removal of routes/route segments would make it difficult for students to get to school, and for persons with disabilities and older adults to use transit. Reasons for these concerns include: ½ mile was too far to walk for some; weather (rain/ice), topography, missing sidewalk connections, lighting/safety concerns were a disincentive to walking to transit
- Some are concerned that RideSource is not a convenient alternative to fixed-route buses; concerns that older adults ride fixed-route for free today but would have to pay to use RideSource service, provided they qualify.
- Some were concerned that their children would not be able to make use of the student pass; the responsibility of their transportation to/from school would be transferred to parents – this is burden for some families
- Some noted that they purchased their home, in part, due to the close proximity of a transit stop; one gentleman noted property values would decrease with elimination of transit line.
- Some noted that they intend to age in place and will need transit for their mobility in the future, despite the fact that some do not use transit today
- Some do not believe the information presented in the change in access to transit chart in the presentation; some felt that the metrics for “no access”, particular for populations in communities of concern, were understated/undercounted.
- Some would rather have a lower level of transit service or limited number of trips if routes in south Eugene could be maintained
- Some were interested in learning more about alternative mobility options, in particular for the Friendly neighborhood, to provide connection into the transit system
- A participant wanted to learn more about how LTD funds transit operations and what resources would be used for this project
- Questions around outreach, how to get involved, information dissemination, and validity of survey.

- Questions about opportunities to make system work for everyone (around funding, service planning, alternative transportation options, etc.)
- Audience did not relate to the access to jobs metric, wanted emphasis on social equity, access for seniors, people with disability, and students.
- Focus should not be on numbers (of riders), rather service (coverage).
- There's Nextdoor chatter about this project. That's where folks received info about the project.
- Some feel proposal is impractical; claims that the 24 & 33 are packed; asserts that the system should be made easier for people living away from downtown.
- The survey used during phase 1 & 2 was not clear – people did not know opting for more frequency could mean some routes would be eliminated/shortened.

4J SCHOOL DISTRICT – January 22, 2020

Meeting: 4J School District, Transportation
Date & Time: Wednesday, January 22, 2020, 2:00pm
Location: LTD, Conference Room A, 3500 E. 17th Avenue, Eugene
LTD Attendees: Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner
Heather Lindsey, Service Planner
Bret Smith, Service Planner
Jeremy Card, Service Planner

Meeting Notes:

Chris Ellison, with 4J School District, shared some legislative background as it pertains to the school district's responsibility for providing school bus service and how it relates to LTD's fixed-route bus network.

LTD staff provided some background about the Transit Tomorrow project and reviewed the details of the proposed system. Particular focus was given to the segments of existing routes that are proposed for removal as well as the location of schools relative to the proposed system.

LTD staff also provided information about the project's timeline and future board decision points.

4J staff has concerns about implementing change during the Winter 2021 bid as it would be in the middle of a school year.

ST. VINCENT DE PAUL – January 22, 2020

Meeting: St. Vincent de Paul, Presentation at Manager's Meeting
Date & Time: Wednesday, January 22, 2020, 9am
Location: St. Vincent de Paul Offices, 2890 Chad Drive, Eugene
LTD Attendees: Aurora Jackson, General Manager
Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning and Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting Notes:

To be completed.

RUBICON SOCIETY – January 16, 2020

Meeting: Rubicon Society, Eugene
Date & Time: Thursday, January 16, 2020, 11:30 a.m.
Location: Kowloon's Restaurant, 83 Centennial Loop, Eugene OR
LTD Attendees: Aurora Jackson, General Manager
Cosette Rees, Director of Specialized Services

Meeting Notes:

AJ provided an update on many projects, including Transit Tomorrow, Moving Ahead, Mobility on Demand, TouchPass, electric vehicles, and Main Street.

With regard to Transit Tomorrow, attendees had a discussion and asked questions about the goals of Transit Tomorrow, and specifically if LTD is looking to make cuts in service. AJ explained the project goals and let them know the current proposal will actually be an investment/added service although some stops/areas may no longer be served as they are today.

The question was asked about why ridership in our area is declining. AJ explained that ridership decline is not just a Eugene/Springfield occurrence, but that this is occurring throughout the nation, and that there are many reasons, again, underscoring frequency as a way to make the service more useful and, as a result, an attractive alternative.

HARLOW NEIGHBORS ASSOCIATION – January 16, 2020

Meeting: Harlow Neighbors Association, Eugene
Date & Time: Thursday, January 16, 2020, 6:30 p.m.
Location: North Park Community Church
LTD Attendees: Mark Johnson, Assistant General Manager
Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning and Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner

Meeting Notes:

Andrew provided a PPT presentation.

There was discussion about the ridership along Harlow Road, interest in collaborating to maintain service on Harlow Road; understand there are tough choices to be made; interested in exploring options to maintain service and access.

Areas of discussion included concern about:

- Primary concern are for those that do not have transportation options
- This community is aging/many seniors – some of whom are less able to walk further; request that staff consider mobility strategies for Eugene’s aging population
- The impact on people with disabilities and question about what decisions might be made with the RideSource boundary to maintain access;
- General feeling that, while everyone gets more access to frequency, all groups lose access overall;
- There are many people in their neighborhood who have disabilities;
- Concerned about safety and the ability to safely cross the street and missing sidewalk links;
- Concerned about reducing the value of their homes if the buses no longer served the neighborhood;
- Neighbor’s autistic son uses the bus and would likely no longer have access.
- People have purchased their homes near Harlow, in part, due to the presence of transit

Specific feedback:

- While service is within walking distance to Gateway for some and to Coburg Rd. for others, if you are close to Coburg Rd. but want to ride toward Gateway (i.e., take child to school from west end of Harlow to Holt Elementary and back), that access is not useful.
- There are at least four residences that host exchange students from UO who use the bus to get to/from school and to connect to the neighborhood;

Suggestions:

- Create loops to get more coverage, connecting with area previously served by Route 62;
- Increase frequency only at peak times;
- Provide peak-time limited trip coverage as an option to deleting entirely.
- Neighborhood leadership would like to work with LTD and is interested in increasing ridership
- Access bar chart that compares existing with proposed – add more demographic groups such as persons with disabilities/youth

SOUTHEAST NEIGHBORHOOD ASSOCIATION – November 12, 2019

Meeting: Southeast Neighborhood Association Monthly Meeting
Date & Time: November 12, 2019, 7:00pm
Location: Good Samaritan Center, Hilyard St, Eugene
LTD Attendees: Aurora Jackson, General Manager
Carl Yeh, LTD Board President
Josh Skov, LTD Board Member
Don Nordin, LTD Board Member

Meeting Notes:

Aurora Jackson opened the discussion by providing a brief introduction and description of the Transit Tomorrow study and described the overall goals that LTD is trying to achieve in proposing changes to its metro area fixed-route service (no changes to rural routes proposed).

Ms. Jackson's introduction was then followed by statements from Board members Carl Yeh, Don Nordin, and Josh Skov. Each Board member described the virtues of the proposed ridership-oriented network from their perspective (equity, more useful transit for more people, etc.) and acknowledged that the proposed changes would not come without trade-offs. They also expressed their desire to hear the community's comments and concerns about the proposed changes prior to making a final decision.

Mr. Skov opened to floor and facilitated the opportunity for community members to share their comments and concerns. Below summarizes the feedback received (from staff notes).

- Community Member – Expressed a desire to form a neighborhood transportation committee and asked Mr. Nordin if he would be the point person. Mr. Nordin shared his support for local organizing and said he would be willing to come talk to a group, if one forms; however, he would not be the point person.
- Ms. Cohen – Asked that LTD look at the needs of the population in this neighborhood (routes 24 & 73); especially the needs of different age groups. For some groups, the changes would require a walk up to 5 blocks. She would rather wait longer than to walk farther or would rather have some service, even if not frequent, than no service. Older adults have more time and can schedule around bus services. She shared the idea of smaller vehicles/a transit hub as a way to service the neighborhood. There is a difference between school kids, commuters, and people who are not working. Having a hub near 29th and Hilyard with small buses that go to all of the streets in South Eugene.
- Ms. Stern – Represent several neighbors who depend on Route 28. It removes service to the Route 28 neighborhoods, which is an important connection for children to get to school. It will make it harder for people to take the bus. It was a lifeline during the snow storm last winter because people would have otherwise been stuck in their homes. Route 28 is an important facet of the emergency preparedness of the neighborhoods it currently services. This decision assumes that the South Hills are affluent enough not to need the bus.
- Mr. Douglas – There are new families moving into the neighborhood with children. The changes to Route 28 would make it difficult for children to get to school.
- Ms. Mimms – She rides the 24 and 73. The hill is very big and the proposed route would require community members to walk too far – for those that are not as fit, this walk would be too much. There are always people on the bus when she gets off. The student pass is great, but it doesn't

make sense if their kids can't ride the bus to school. The bus needs to go up the hill. Need to provide 28, 24, and 73.

- Ms. Faver/Auburn – Lives near Donald. She has care givers who rely on the bus to get to her house. The care givers and their agency will be affected by not being able to reach their clients in this community. In inclement weather, LTD is extremely important. Walking up the hill in the dark is dangerous in the dark. Her business recently gave her commuter passes and now she won't be able to use them.
- Mr. Salinsky – He is concerned about cutting out such a large area from Rt. 24. LTD is saying the program is progressive, but cutting service to people is not progressive. It won't be faster if they won't have any service. LTD is changing people's whole lives. It's not fair. Government should not favor one group over another. The system needs to be fair and the proposal is not fair. He remembers when electricity came to town and rural people couldn't afford to get transmission lines. The government paid for the transmission lines so that rural folks could have washing machines.
- Ms. Virginia Heer – She lives near Rt. 28 at Amazon and Fox Hollow. She is concerned about being able to age in place. She will eventually have to stop driving and would like to remain in her house after she has to give up her car. Without access to the bus in her neighborhood the EmX is useless to her.
- Community Member – concerned about changes to Route 24. Feels that it is unfair that some people get better service while this neighborhood would no longer have service.
- Ms. Jeannie – Lives along Fox Hollow and is opposed to losing bus services and access to East Amazon and Fox Hollow. She has a desire to age in place; when she is no longer able to drive, she would rely on route for mobility. EmX is not useful to her if she cannot gain access from her neighborhood to the higher frequency routes.
- Mr. Haufman/Hoffman – He's from Friendly Neighborhood and removal of Route 33 would be really bad and he opposes the change; he feels infrequent service is better than no service. Concerned about access to Friendly neighborhood also. He has concerns that changes would adversely impact property values and lower tax base. Word of the proposal has probably already lowered property values. People have purchased their homes in part due to transit access. LTD will have difficulty asking for fare increases. Would like to know how these changes would impact the cost to provide RideSource.
- Ms. Caitlyn Jones – Lives at the end of Amazon Dr. They moved there because of the bus stop. She takes the bus almost every day. The bus is sometimes empty, but sometimes full. She wants to see increased ridership, so if LTD has more resources through STIF, why do we need to trade-off anything? Transit Tomorrow should not cut off neighborhoods from their service. Eugene is a growing city and this proposal is short sighted. Concerned that the changes are short-sighted.
- Ms. Bianca – Transit provides independence for her teenagers and for that reason should would like to see that the routes not be retracted. She and her friends have teenage kids who need access to the bus. Her teens don't want to walk very far for the bus. If they can't access the bus easily, they will waste more time playing video games and getting into trouble. Her kids enjoy the independence of taking the bus and she doesn't want them to lose that.
- Mr. Lobe/Low/Lowe – Excited about the student pass but his high schoolers, who rides daily now, will not be able to use it if Route 24/73 changes. His family got rid of a car because of the nearby transit access and flexibility, and is concerned that these changes may mean they will need another car again. He occasionally rides the bus as a way to take different modes of transportation. He is generally supportive of increasing transit ridership, but he is skeptical about the experience of LTD routes that run at 15 minutes. Would like to know if 15-minute

service on existing routes actually produces ridership. Suggests that LTD test out proposed frequency on some routes first to see if ridership increases.

- Community Member – concerned about changes to Route 24. Family bought a house on this route and got rid of their cars, for environmental reasons. The family uses the 24 as their primary form of transportation. They never contemplated that the 24 would ever go away. She has two teenaged sons who take the bus 5-6 times a day because they are in network charter school. Her family will be at least 1 mile away from the bus. She is very upset.
- Mr. Atwood – He supports the goal of increasing ridership and the conveniences transit provides. However transit is a life line for some people – transit's role as life line should be a more important metric than ridership; particularly for those that have no other transportation choice. Care givers and others who depend on the service are more important than the convenience of some people.
- Ms. Sarah Clesky – She has a daughter in 11th grade. In the last 3 years, her daughter has ridden 3-4 times a day. The network charter school kids come from all over the metro area and many of them rely on LTD to get around for their school classes. She is saddened that other families won't get the same experience her daughter has because they won't be able to get around.
- Ms. Allen – Her and three of her neighbors bought houses in part because transit is nearby; mirrors comment about emergency preparedness and the role that transit plays in maintaining this neighborhood's access during an emergency. During the ice storm they didn't have power for 7 days and the bus saved them. They all want to age in place. We scared them and they would ride the bus more if they had realized that we would cut it because of lower ridership.
- Community Parent – He is an EmX supporter. We need buses connecting to downtown so that they can access EmX routes. He supports the role of transit and appreciates the value of frequency, but is concerned that frequent service is only useful when you have access to it.
- Mr. Russell – He and his wife live at Center Way and Martin St; around the corner from a bus stop. He has difficulty walking even 100 yards many mornings. He will be cut off from medical appointments, research at the university, going to Springfield, and generally from the city if we cut Rt. 28. The bus is their only means of transportation.
- Ms. Tantina – Lives at Fox Hollow and Donald. She depends on the bus for her work as a pet sitter. She needs to get to work quickly. She cannot walk up or down the hills, particularly in bad weather; in addition the sidewalks are not in good condition and are a safety concern in winter/ice. This is like the post office cutting service because not enough people get mail in an area. She feels like LTD is chopping her off at the knees. Grocery shopping will be extremely difficult for anyone who has to walk up the hill. She lives in an apartment and she hears from her neighbors that they moved there because of the service. She suggested a compromise could be to reduce span/do not run all day/run peak trip times or run commuter routes at a minimum or consider only cutting one bus route. She doesn't want to lose access to service completely.
- Ms. Spring – LTD is a huge part of the city. She has ridden the bus since she moved to the US. People get distracted by the numbers, but they don't tell the whole story/true impact. We should not just listen to people who ride the bus. We need to look ahead and not follow. The bus should serve everyone. How is LTD going to speak to people who could ride (latent riders).
- Ms. Dugan – She purchased her home at the end of West Amazon to be by transit. Her son uses the bus every day to high school, university, and then to his job. Her son is back at LCC and is taking the bus to school, but also to doctor's appointments and other places. Her son chooses not to drive and this would be a huge hardship on him and their family. She is concerned about the community facilities that could be left without transit – Emerald Valley Assisted Living (residents and employees use transit) and Ridgeline School (students and staff use transit).

- Mr. Darren – He had never heard of any changes to the bus. He respects the data analyzed and the innovation, and the goals that this plan is trying to achieve. Believes we can come up with a plan that will work for everyone. He doesn't ride the bus now, but used to. He would happily ride the bus because he likes to work where ever he goes. He wants ridership to increase. Ridership is not the only criteria that we should look at. Is concerned about traffic congestion on the major corridors - service to the southwest neighborhood – if it is no longer served by transit and people take their cars instead.
- Mr. McMahon – He felt there was a disconnect between the trade-off survey that he participated in (he chose frequency) and the results. How does a choice for frequency result in some areas of the community losing transit? He doesn't think that we interpreted the results of the survey correctly. His kids ride the bus daily to Ridgeline Montessori. His employer gives him a Group Pass. In the future LTD will be able to track where employees go when they ride the bus through TouchPass. He doesn't think that people will be able to access routes that are at 15 minutes. He would like to know more about where riders are coming from and going – are riders coming from “tributary routes” that boost the ridership on major routes? He is concerned about reduced transit access to the new St. Vinnie's affordable housing complex, Wood Leaf Village, and Rest Haven, both were built exactly because of the bus route. People who killed another affordable housing complex might think differently if they had known that their bus would be cut without affordable housing near it.
- Mr. Kuhl – He was expecting and wanted a presentation. How does HB2001 get addressed by Transit Tomorrow and deal with the long-term effect of greater density; this density will eventually grow to areas which are now consider outer areas.

OTHER MEETINGS & BRIEFINGS:

CITY OF EUGENE – November 22, 2019

Meeting: Meeting with Matt Rodrigues & Rob Inerfeld
Date & Time: November 20, 2019
Location: **Fill this is**
LTD Attendees: Aurora Jackson, General Manager
Tom Schwetz, Director of Planning & Development

CITY OF SPRINGFIELD – November 20, 2019

Meeting: Meeting with Mayor Lundberg
Date & Time: November 20, 2019
Location: **Fill this is**
LTD Attendees: Aurora Jackson, General Manager
Mark Johnson, Assistant General Manager

350 EUGENE – November 5, 2019

Meeting: 350 Eugene Meeting
Date & Time: November 5, 2019, 1:30pm
Location: **Fill this is**
LTD Attendees: Aurora Jackson, General Manager
Mark Johnson, Assistant General Manager

CITY OF EUGENE – October 30, 2019

Meeting: Meeting with Mayor Vinis and Sarah Medary
Date & Time: November 1, 2019, 9:00am
Location: **Fill this in**
LTD Attendees: Aurora Jackson, General Manager
Tom Schwetz, Director of Planning & Development
Mark Johnson, Assistant General Manager

LANE COUNTY ADMINISTATOR – October 30, 2019

Meeting: Lane County Administrator, Steve Mokrohisky
Date & Time: October 30, 2019
Location: TBD
LTD Attendees: Aurora Jackson, General Manager
Mark Johnson, Assistant General Manager

LANE COUNCIL OF GOVERNMENTS (LCOG) – October 10, 2019

Meeting: LCOG Board Meeting
Date & Time: October 10, 2019, 6pm
Location: LCOG Board Room
LTD Attendees: Cosette Rees, Director of Specialized Services
Tom Schwetz, Director of Planning & Development
Andrew Martin, Development Planner
Jennifer Zankowski, Senior Development Planner