AGENDA ITEM SUMMARY

DATE OF MEETING: 1/19/99

ITEM TITLE: 1999 Annual Route Review

PREPARED BY: Andy Vobora

ACTION REQUESTED: None

BACKGROUND: The annual route review process allows staff an opportunity to review requests for service additions, deletions, and modifications. LTD has maintained an annual process for a number of reasons. First, making significant system changes one time per year provides consistency for customers and allows the educational process to occur at a time when folks are settling into their back-to-school routine. Considering that half of all LTD riders are students, it makes sense to make system changes prior to school beginning each fall. Second, routes need time to mature. Implementing service changes in the fall allows routes to operate for fifteen months and then be evaluated during a subsequent ARR process. Third, the annual process allows LTD to respond to growth in the community. As development occurs, the District can adapt routes and schedules to accommodate the needs of these areas.

The annual route review typically has one or two main focus areas. These areas have been identified due to operating issues or potential for new markets. As years pass and changes are made throughout the system, problems arise. Coordination with other parts of the system become complicated and overall scheduling conflicts can occur. At some point a more comprehensive review is necessary. The Comprehensive Service Redesign is a more thorough ARR. Because of the time and resources necessary to complete the CSR, this year's annual route review has not included extensive solicitation of route and schedule ideas from the public. It is necessary for staff to be working on the bigger CSR issues during the next twelve months, therefore the ARR will primarily include operational changes identified by staff and bus operators.

These changes will fall into the service "fix" and contingency categories, with the exception of adding an additional departure on weekends to the #11 Thurston. No other additions or deletions are being recommended for the 1999 ARR. The following is a list of items being considered for funding:

Route 11 Saturday/Sunday addition.

Peak hour timepoints on route 13.
Contingency for Chad Drive service.
Contingency for LCC service.
Contingency for west Eugene industrial area service.

Staff will review these items at the work session and will return, with a specific recommendation and cost estimates, in February.

RESULTS OF RECOM-MENDED ACTION: N/A

ATTACHMENT: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: 1/19/99

ITEM TITLE: Downtown Shuttle Study Timeline

PREPARED BY: Andy Vobora

ACTION REQUESTED: None

BACKGROUND: In 1993 the LTD Board commissioned a study examining the feasibility of a downtown shuttle. The research included analysis of local opportunities for shuttle service, as well as, shuttle services provided at a number of transit properties throughout the United States. Two types of shuttle systems were investigated in this study. The first type considered was a circulator shuttle connecting a number of trip generators within the greater downtown Eugene area. The second type was a park and ride shuttle, linking downtown with a nearby parking facility at the Fairgrounds or Autzen Stadium. The study looked at routing, potential users, frequency of service, vehicle type, ridership projections, cost estimates, and financing methods. The study concluded that a circulating shuttle would most likely have below average ridership, but that many factors could not be accurately predicted and therefore there was a possibility the ridership would be higher. It was suggested that a pilot project of one to two years in length would be the best way to test the concept and determine viability. The park and ride shuttle was limited by the lack of access to the most viable parking area located at Autzen Stadium. If a better connection become available, then this type of shuttle should be re-considered.

Revisiting the feasibility of a downtown shuttle makes good sense at this time. The downtown area has increased in its density and intensity of use, thereby creating additional ridership opportunities. Fifth Street Market is expanding and so has adjacent development. The Lane County Fairgrounds is experiencing greater levels of use and has plans for re-development and expanded use. The University of Oregon is building a new law school, creating greater east campus demand for transit service. The University's use of the Autzen Stadium area has expanded and plans call for greater use of this area. The new library will be built nearer to the downtown core. The Federal government is planning for an expanded courthouse. These changes, along with LTD's plan to implement a BRT system, need to be examined with respect to how people could benefit from a well-designed, frequent, and distinctive shuttle system.

Staff has begun a process to select a consultant to conduct a more in-depth shuttle feasibility study. This study will look at the following components:

1. Trip generators within a 1.5 mile distance of downtown.
2. Routing and scheduling to maximize ridership.
3. Fare pricing recommendations
4. Inter-modal facility connections.
5. Consistency with area transportation plans.
6. Impacts on current system and BRT connectivity.
7. Vehicle alternatives, including electric or hybrid electric.
8. Facility changes to distinguish the shuttle route.
9. Convention and event activities.
10. Comprehensive financial analysis, including capital and operating cost estimates.
11. Funding opportunities.

The consultant will be required to work with staff and a local advisory committee. This committee will represent key markets that would be impacted or served by the shuttle system. This group could include the University of Oregon, the Lane County Fairgrounds, the Convention and Visitors Association of Lane County, the 5th Street Market, Downtown Eugene Inc., Valley River Center, and the City of Eugene.

The timeline calls for study completion by April 30, 1999. If the Board finds the results to be positive, implementation may be possible in September 1999. This implementation schedule would include using current LTD vehicles because the timeline for purchasing new vehicles would be eighteen months to two years.

The cost for this study is projected to be $20,000 to $25,000. Because the shuttle would be part of the BRT feeder system, funding for the study will come from the BRT grant.

RESULTS OF RECOM-MENDED ACTION: N/A

ATTACHMENT: None

PROPOSED MOTION: None