

# EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



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## Work Session: Lane Transit District Service Reduction Proposal

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Meeting Date: October 13, 2008  
Department: Public Works  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: [Agenda Item Number]  
Staff Contact: Mark Schoening  
Contact Telephone Number: 682-5243

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### ISSUE STATEMENT

At this Council Work Session, Lane Transit District staff will provide information on the LTD 2009 Service Reduction Proposal.

### BACKGROUND

The attached memo and exhibits from LTD staff provide information on the LTD 2009 Service Reduction Proposal. LTD will be holding public hearings on the proposal on October 13, 2008 and November 10, 2008. The LTD Board will adopt the 2009 service package at the November 19, 2008 Board meeting. Implementation of the service package will occur in 2009.

### RELATED CITY POLICIES

From Eugene-Springfield Transportation System Plan (TransPlan):

**TSI Transit Policy #1: Transit Improvements**

Improve transit services and facilities to increase the system's accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.

From Adopted Growth Management Policies:

**Growth Management Policy 11**

Increase the use of alternative modes of transportation by improving the capacity, design, safety, and convenience of the transit, bicycle, and pedestrian transportation systems.

### COUNCIL OPTIONS

This is an informational meeting; therefore there are no options for the Council to consider.

### CITY MANAGER'S RECOMMENDATION

None.

### SUGGESTED MOTION

None.

### ATTACHMENTS

Attachment A Memo from LTD staff

Exhibit A 2009 Service Reduction System Map

Exhibit B 2009 Service Reduction Sector Maps

Exhibit C Summary of LTD Route Productivity

Exhibit D Summary of Boarding Activity Along Deleted Segments

**FOR MORE INFORMATION**

Staff Contact: Mark Schoening

Telephone: 682-5243

Staff E-Mail: [Mark.A.Schoening@ci.eugene.or.us](mailto:Mark.A.Schoening@ci.eugene.or.us)

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** October 13, 2008

**ITEM TITLE:** DISCUSSION OF LTD 2009 SERVICE REDUCTION PROPOSAL

**PREPARED BY:** Andy Vobora, Director of Service Planning, Accessibility, and Marketing

**ACTION REQUESTED:** None. For Information and Discussion only.

**BACKGROUND:** LTD ridership is growing very rapidly. While the District has traditionally enjoyed favorable ridership and ridership productivity, the last three years have brought ridership gains of more than 35 percent. In 2007-08 alone total boardings grew by 17 percent--setting a record 11.4 million boardings. This ridership growth has continued into the new fiscal year as boardings in September 2008 increased more than 18 percent.

The challenging part of this rapid ridership growth is the fact that the growth is system-wide. EmX ridership continues to set a strong pace, but routes throughout the system are growing at rates that are unprecedented, and a little unsettling, due to the District's lack of ability to meet increasing demand.

A budget gap is widening as the costs of fuel and paratransit services have grown rapidly during the past five years. Add to these costs the more significant impact of a weakening local economy, and the result is that the District's general fund is overextended. The use of operating budget reserves has allowed LTD to maintain current service levels for Fiscal Year 2008-09. The LTD Board adopted sweeping fare increases to boost revenues, and District staff developed budgets that reduced staffing and cut materials and services budgets. Capital projects were dropped or pushed to future years. These strategies helped mitigate the severity of the budget gap, but cannot close it, and this means bus service reductions will become necessary in 2009.

Additional revenues are being pursued at state and federal levels, but these funds won't address the short-term needs of the District. The Board examined a local property tax measure that would have generated funds to maintain current service and also expand service slightly to meet growing demand.

A decision not to pursue a ballot measure at this time was in response to comments from local business owners and citizens who felt there wasn't sufficient time to educate the voters and who also felt that it is difficult to pass tax measures.

With no new sources of revenue, LTD is faced with cutting bus service in 2009. More than \$3 million in operating reserves will be used this fiscal year and will allow for a planned reduction in services. LTD Staff have prepared a service reduction proposal totaling approximately 15 percent of current service hours. These changes will be dramatic and will affect a large number of riders throughout the District's service area. The attached documents outline the changes on a route-by-route basis.

Public outreach has occurred through a variety of open houses, community participation events, community group presentations, and public hearings. The comments received have helped staff make adjustments to the proposal, and further comments received from the October 13 and November 10 public hearings may shape the proposal further.

**ATTACHMENTS:**

2009 Service Reduction System Map  
2009 Service Reduction Sector Maps  
Summary of LTD Route Productivity  
Summary of Boarding Activity Along Deleted Segments

October 13, 2008

**MEMORANDUM**

**TO:** Eugene City Council

**FROM:** Andy Vobora  
Director of Service Planning, Accessibility, and Marketing

**RE:** **Discussion of LTD 2009 Service Reduction Proposal**



Lane Transit District  
P. O. Box 7070  
Eugene, Oregon 97401  
(541) 682-6100  
FAX (541) 682-6111

*LTD ridership is growing very rapidly. While the District has traditionally enjoyed favorable ridership and ridership productivity, the last three years have brought ridership gains of more than 35 percent. In 2007-08 alone total boardings grew by 17 percent--setting a record of 11.4 million boardings. This ridership growth has continued into the new fiscal year as boardings in September 2008 increased more than 18 percent.*

*The challenging part of this rapid ridership growth is the fact that the growth is system-wide. EmX ridership continues to set a strong pace, but routes throughout the system are growing at rates that are unprecedented, and a little unsettling, due to the District's lack of ability to meet increasing demand.*

*A budget gap is widening as the costs of fuel and paratransit services have grown rapidly during the past five years. Add to these costs the more significant impact of a weakening local economy, and the result is that the District's general fund is overextended. The use of operating budget reserves has allowed LTD to maintain current service levels for Fiscal Year 2008-09. The LTD Board adopted sweeping fare increases to boost revenues, and District staff developed budgets that reduced staffing and cut materials and services budgets. Capital projects were dropped or pushed to future years. These strategies helped mitigate the severity of the budget gap, but cannot close it, and this means bus service reductions will become necessary in 2009.*

*Additional revenues are being pursued at state and federal levels, but these funds won't address the short-term needs of the District. The Board examined a local property tax measure that would have generated funds to maintain current service and also expand service slightly to meet growing demand.*

*A decision not to pursue a ballot measure at this time was in response to comments from local business owners and citizens who felt there wasn't sufficient time to educate the voters and who also felt that it is difficult to pass tax measures.*

*With no new sources of revenue, LTD is faced with cutting bus service in 2009. More than \$3 million in operating reserves will be used this fiscal year and will allow for a planned reduction in services. LTD Staff have*

*prepared a service reduction proposal totaling approximately 15 percent of current service hours. These changes will be dramatic and will affect a large number of riders throughout the District's service area. The attached documents outline the changes on a route-by-route basis.*

*Public outreach has occurred through a variety of open houses, community participation events, community group presentations, and public hearings. The comments received have helped staff make adjustments to the proposal, and further comments received from the October 13 and November 10 public hearings may shape the proposal further.*

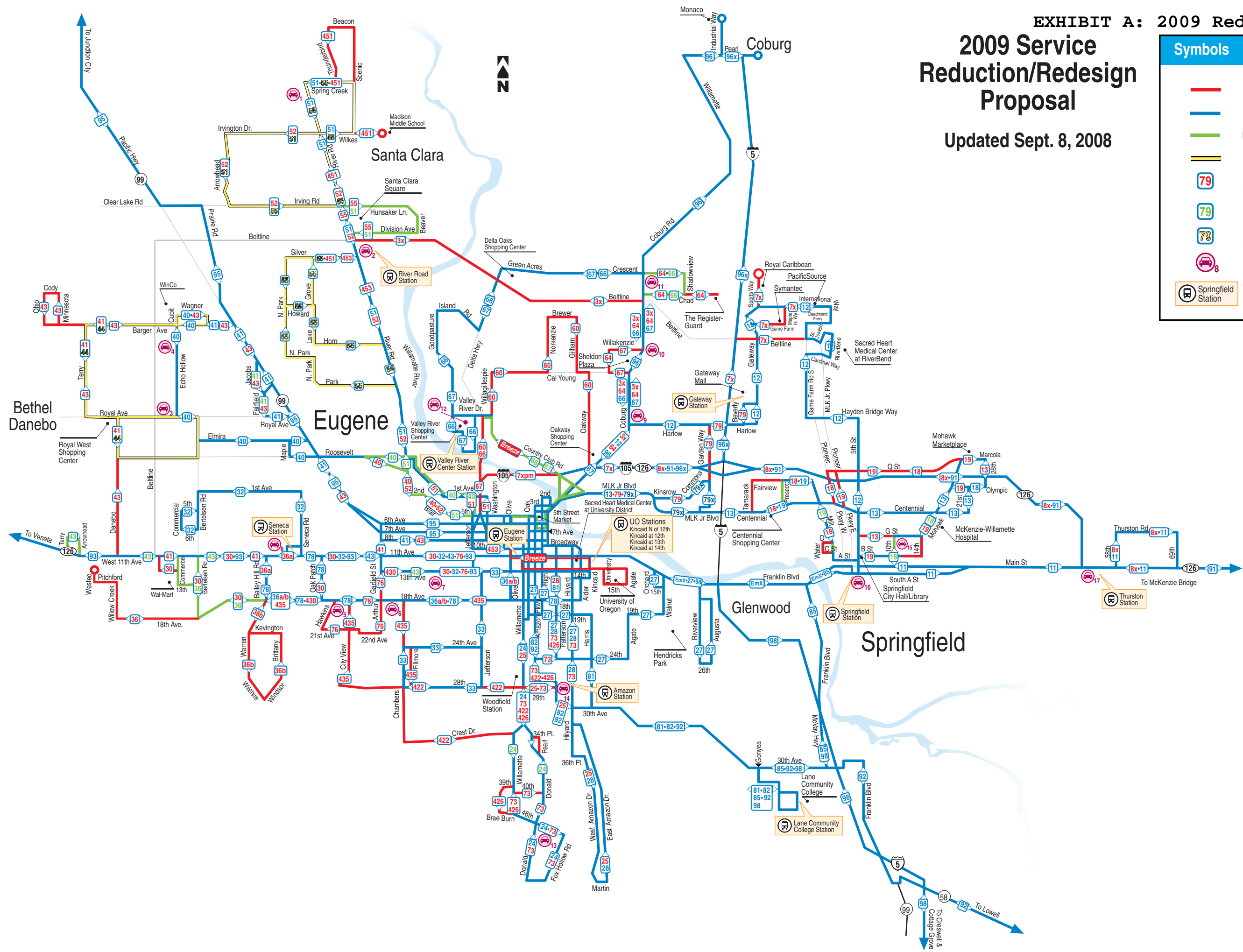
- Exhibits:*
- A. 2009 Service Reduction System Map*
  - B. 2009 Service Reduction Sector Maps*
  - C. Summary of LTD Route Productivity*
  - D. Summary of Boarding Activity Along Deleted Segments*

# 2009 Service Reduction/Redesign Proposal

Updated Sept. 8, 2008

**Symbols**

- Deleted routes
- Existing routes (no change)
- New routing
- Connector Neighborhood routes
- Route numbers in red have been deleted (see other side for details.)
- Route numbers in green are new routes
- Route numbers in yellow are neighborhood routes
- Park & Ride
- Transit Station - Location to transfer between routes



See other side for details

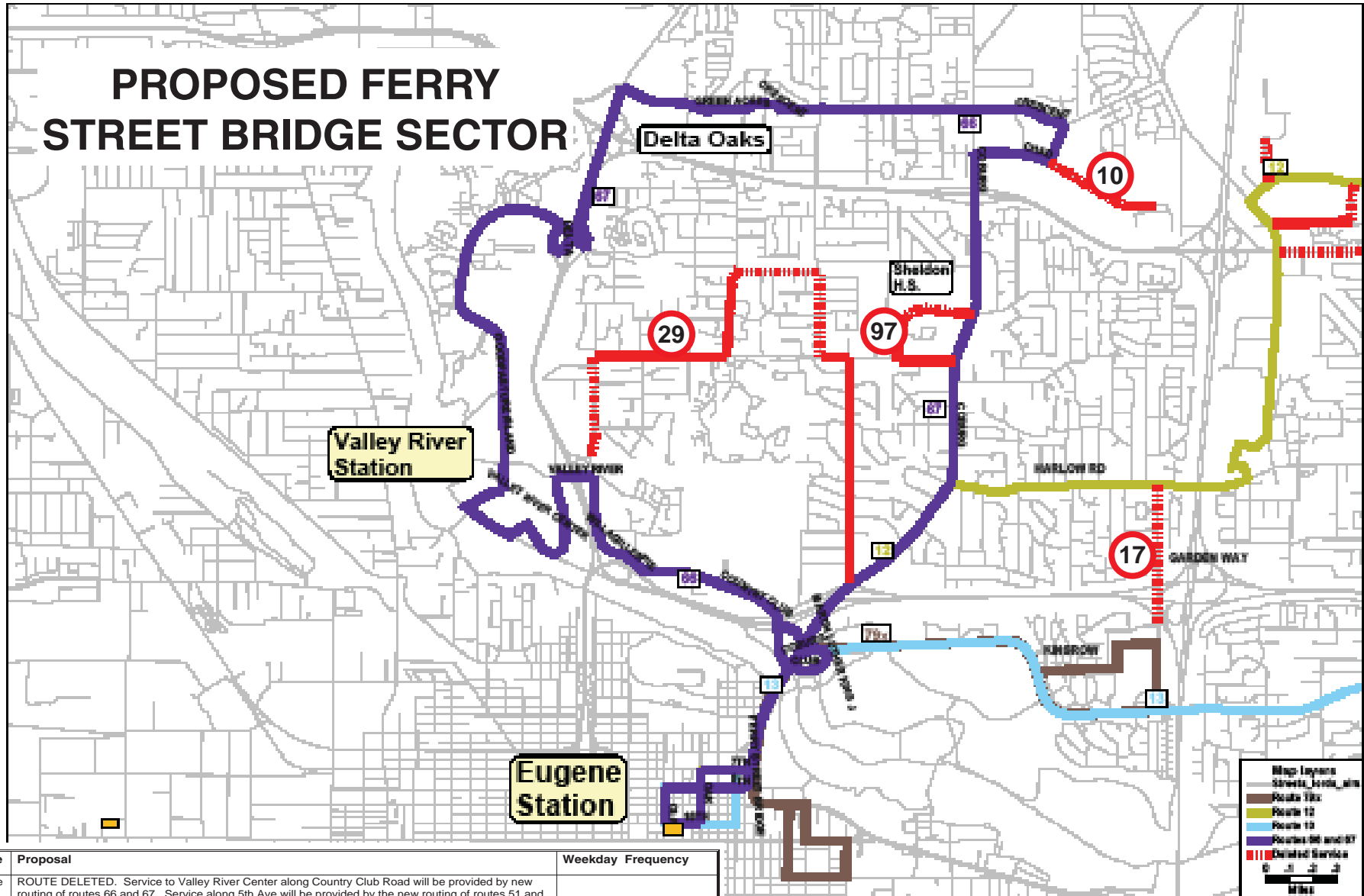


# ARR 2009

## Route Summary of Reduction/Redesign

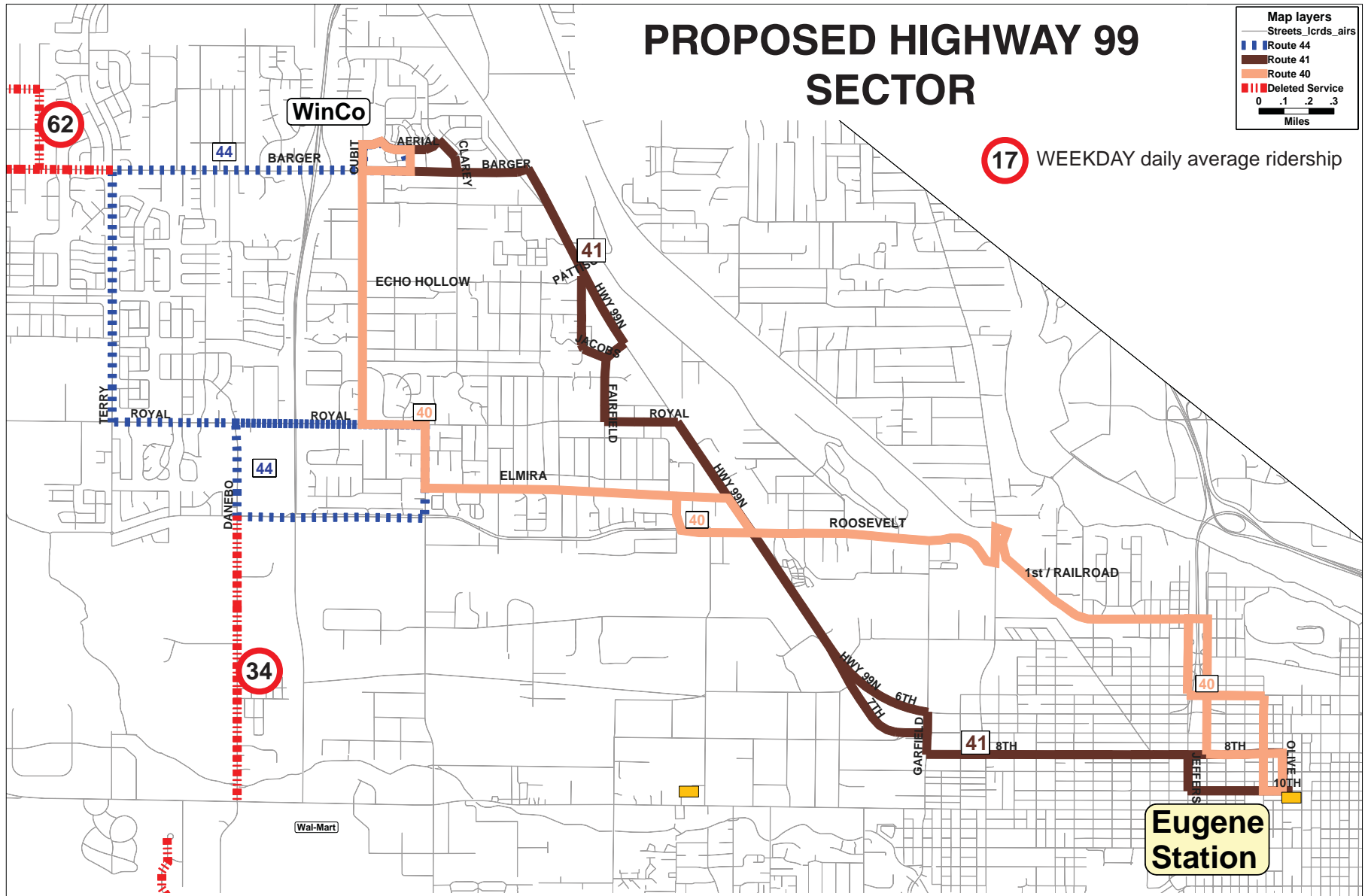
Route	Proposal	Weekday Frequency Change
4-J (400)	DELETE ALL 4-J (400 series) school routes. New Federal Transportation Administration rules prohibit public transit agencies from providing this type of service. Customers going to the schools will use the regular system.	
Breeze	ROUTE DELETED. Service to Valley River Center along Country Club Road will be provided by new routing of routes #66/#67. Service along 5th Ave will be provided by the new routing of the #51 and #1. Service to 5th St Market and Campbell Center areas will be provided by the new routing of the #1.	
EmX	NO CHANGE	
1	MINOR ROUTING CHANGE. The #1 will replace a portion of the service along 5th Ave and service to the 5th St Market and Campbell Center areas of the deleted Breeze route.	
3x	ROUTE DELETED because of reduced demand of service to Sacred Heart Medical Center University District. Alternative routes along East 13th Ave are available.	
7x	ROUTE DELETED because of low ridership and because Route 12 now serves International Way.	
8x	ROUTE DELETED because of low ridership and because alternative service is available via Route 11 and EmX	
11	NO CHANGE	
12	ADD SERVICE. Two additional trips added between 8:00 a.m. and 8:30 a.m.	7:00 am - 8:30 am = 15-min. 8:30 am - 6:00 pm = 20-min.
13	NEW ROUTING. The #13 will no longer connect to the Springfield Station. New routing will follow Mohawk to Olympic, to 21 <sup>st</sup> , and then inbound on Centennial. Service to Wal-Mart and Mohawk Marketplace will be provided by new Route 18.	
18	NEW ROUTING. Routes 18 and 19 are no longer one-way loops. These routes will operate independently. Service is deleted along Q Street between 5 <sup>th</sup> Street and 19 <sup>th</sup> Street. New routing passes Mohawk Marketplace and then turns on Mohawk to return to the Springfield Station.	
19	NEW ROUTING. Routes 18 and 19 are no longer one-way loops. These routes will operate independently. Service is deleted along Q Street between 5 <sup>th</sup> Street and 19 <sup>th</sup> Street. This route will travel north along Prescott to Fairview and then resume routing back to the Springfield Station via Mill Street. Routing along Aspen and Tamarack is eliminated. Sunday service will be added.	
24	NEW ROUTING and 15 minute service will be added during peak hours. The #24 will replace #73 routing along Willamette and Donald. Frequency along Willamette, north of 29th, will be increased during peak hours to cover loss of #25. Peak hour route deviations to the Amazon Station will provide transfer opportunities for customers travelling to the University.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
25	ROUTE DELETED. Service, coverage, and frequency will be provided by the #24 and #28.	
27	REDUCED SERVICE. The following four trips will be deleted: First inbound at 6:40 a.m. from Franklin and Orchard, and Eugene Station departures at 6:40 a.m., 7:05 p.m. and 8:05 p.m.	
28	FREQUENCY INCREASED. Frequency and span of service will be increased at peak times to cover the loss of route #25. Peak hour route deviations to Amazon Station will provide transfer opportunities for customers travelling to the Willamette Street corridor.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
30	ROUTE DELETED. Service, coverage, and frequency will be provided by route 36, 78 and new routing for route 43. Service on Oak Patch and Bertelsen has been deleted. Hourly service along Oak Patch and Bertelsen will be provided by route 78.	
32	NO CHANGE	
33	NO CHANGE	
36	NEW ROUTING. This route will no longer serve the Wilshire/Warren loop or Bailey Hill Road between west 11th Ave and the Seneca Station. The bus will travel directly along West 18th Avenue to Bertelsen to West 11th (WalMart) with increased peak-hour frequency to cover the loss of service by route 30. Service on Bailey Hill between 18th Ave and 11th Ave would be provided hourly by #78.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
40	ROUTING CHANGE. This route will no longer serve 2nd Ave, Blair, and 5th Ave between Washington and Blair. The bus will travel along 5th Ave, Washington, 1st Ave/Railroad Blvd, Chambers, to Roosevelt Blvd. Service on Blair, and 5th Ave will be provided by route 51.	
41	ROUTING CHANGE. This route will travel as far as Cubit & Wagner. Service between Cubit and Wagner (WinCo on Barger) and West 11th Ave has been deleted. The new 44 connector route will serve Cubit and Wagner (WinCo on Barger), Barger, Terry, Avalon, Royal, Roosevelt and Danebo.	
43	NEW ROUTING. The bus will travel directly along West 11th Ave to Danebo Street and north to Roosevelt where it will turn around using Beltline back to West 11th Ave and then back to the Eugene Station. Service will connect with new route 44 providing a transfer connection for Bethel area riders who are travelling to the West 11th Ave corridor. Route name and number may change. Weekday evening and Sunday service will be connected with route 41 to offer service that matches current route 41 and 43 routing.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
44	New connector route serving Barger, Terry, Avalon, Royal, Roosevelt and Danebo streets.	6:30 am. - 6:30 pm = 30-min.
51	NEW ROUTING. On weekdays only - Service along River Road between Hunsaker/Irving, Wilkes Dr, Scenic Dr, and Spring Creek Dr. has been deleted. The new #51 is a corridor route that will provide service along 5th Ave, Blair Blvd and 1st Ave to River Road. The bus will continue on River Road as far as Irving/Hunsaker and provide service to the Hunsaker Lane and Division Ave. loop. The new #57 connector route will provide service along River Road to the Wilkes, Scenic, and Spring Creek loop on weekdays. The current #51 routing will operate on weekday and Saturday evenings, and Sunday.	7:00 am - 8:30 a.m. = 15 min. 8:30 a.m. - 12:00 p.m. = 30-min. 12:00 p.m. - 5:30 p.m. = 15-min.
52	ROUTE DELETED. The new routing on route 51 will replace the River Road corridor section between Eugene Station and Irving/Hunsaker. The neighborhood loop (Irvington Dr, Arrowhead, and Irving) will be provided by the new #57 connector route. No Sunday service will be provided on the neighborhood loop.	
55	ROUTE REPLACED. The Park Ave portion of the route will be provided by the new #57. The Hunsaker loop portion of the route will be provided by the new routing on the #51. No Sunday service.	
57	NEW CONNECTOR ROUTE serving River Road north of Irving and neighborhood loops of #51, #52 and south loop of #55. Does not run on Weekday and Saturday evenings or Sundays. Current route 51 routing will be used on weekday and Saturday evenings. Saturday frequency will be every 30 minutes.	6:30 am. - 6:30 pm = 30-min.
60	ROUTE DELETED because of low ridership.	
64	ROUTE DELETED. Service on Crescent, Shadowview and west end of Chad will be provided by new routing on routes 66 and 67. No service will be provided to the east end of Chad or Willakenzie and Cal Young behind Sheldon Plaza. Increased peak-hour frequency on routes 66 and 67 will accommodate the loss of this route.	
66	NEW ROUTING. The bus will not travel along 8th Avenue/Washington/I-105. The bus will travel along Oak and 7th to the Ferry St Bridge and replace the Breeze routing along Country Club Road to Valley River Center. Route 66 will provide service to Shadowview and Chad. Frequency on this route will be increased to cover the loss of route 64.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
67	NEW ROUTING. This route will no longer serve Cal Young and Willakenzie (behind Sheldon Plaza). The new routing will serve Chad, and Shadowview on route to Crescent and replace the Breeze routing along Country Club Road and the Ferry Street Bridge on route to the Eugene Station. Increased peak-hour frequency on route 64 will accommodate the loss of route 64. Routing will no longer serve 3rd and High area in the evenings.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
73	ROUTE DELETED. Service will be provided by new routing of route 24. Connections to the UO will be made via a transfer at the Amazon Station to route 28.	
76	ROUTE DELETED. Service will be provided by by new routing of routes 36 and 43. The 36 and 43 will provide 15 minute frequency along the route. There will be no service south of 18th Avenue on Arthur, 21st/22nd, Trillium and Hawkins Lane.	
78	NO CHANGE. This will be the only route providing service on Bailey Hill & Oak Patch Roads between 11th Ave & 18th Ave on an hourly basis.	
79	ROUTE DELETED. Service between UO and Commons will be provided by route 79x. There will be no service along Garden Way between Commons and Gateway Mall.	
79x	ADD SERVICE. Eight Weekday trips will be added to account for loads from the deletion of route 79.	
81	SATURDAY SERVICE DELETED. Weekday remains the same.	
82	NO CHANGE	
85	DELETE SUMMER SERVICE because of low ridership. Summertime riders will have an LCC connection through the Eugene Station. Weekday service remains unchanged.	
91	NO CHANGE	
92	DELETE two early morning trips to/from UO.	
93	No Change.	
95	No Change.	
96	No Change.	
96x	No Change.	
98	No Change.	
<b>System-Wide</b>	The last weekday evening and Saturday departures will leave 15 minutes earlier at 10:30 p.m..	
	<b>Items below may be considered if service package reflected above does not produce enough savings.</b>	
<b>System-Wide</b>	Delete Weekday 10:30 p.m. and 9:30 p.m. departures	
<b>System-Wide</b>	Delete Saturday 10:30 p.m. and 9:30 p.m. departures	
<b>System-Wide</b>	Delete Sunday 7:30 p.m and 6:30 p.m. departures.	
<b>System-Wide</b>	Eliminate Sunday service.	





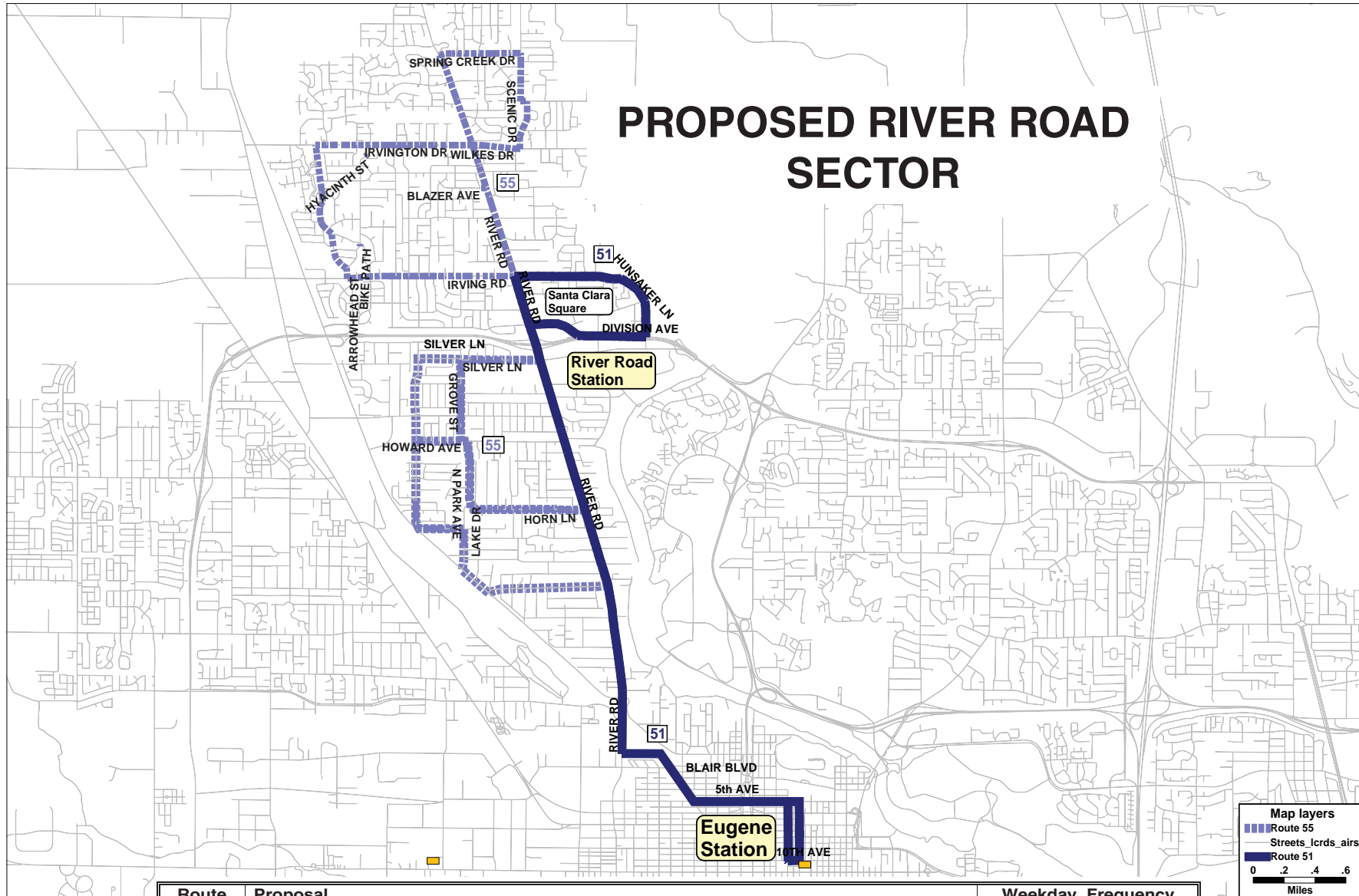
Route	Proposal	Weekday Frequency
Breeze	ROUTE DELETED. Service to Valley River Center along Country Club Road will be provided by new routing of routes 66 and 67. Service along 5th Ave will be provided by the new routing of routes 51 and 1. Service to 5th St Market and Campbell Center areas will be provided by the new routing of route 1.	
12	ADD SERVICE. Fifteen minute service added between 8:00 a.m. and 8:30 a.m.	7:00 am - 8:30 am = 15-min. 8:30 am - 6:00 pm = 20-min.
60	ROUTE DELETED because of low ridership.	
64	ROUTE DELETED. Service on Crescent, Shadowview and west end of Chad will be provided by new routing on routes 66 and 67. No service will be provided to the east end of Chad or Willakenzie and Cal Young behind Sheldon Plaza. Increased peak-hour frequency on routes 66 and 67 will accommodate the loss of this route.	
66	NEW ROUTING. The bus will not travel along 8th Avenue/Washington/I-105. The bus will travel along Oak and 7th to the Ferry St Bridge and replace the Breeze routing along Country Club Road to Valley River Center. Route 66 will provide service to Shadowview and Chad. Frequency on this route will be increased to cover the loss of route 64.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
67	NEW ROUTING. This route will no longer serve Cal Young and Willakenzie (behind Sheldon Plaza). The new routing will serve Chad, and Shadowview on route to Crescent and replace the Breeze routing along Country Club Road and the Ferry Street Bridge on route to the Eugene Station. Increased peak-hour frequency on route 64 will accommodate the loss of route 64. Route will no longer serve 2 <sup>nd</sup> & High area in the evenings.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
79	ROUTE DELETED. Service between UO and Commons will be provided by route 79x. There will be no service along Garden Way between Commons and Gateway Mall.	
79x	ADD SERVICE. Eight Weekday trips will be added to account for loads from the deletion of route 79.	

# PROPOSED HIGHWAY 99 SECTOR



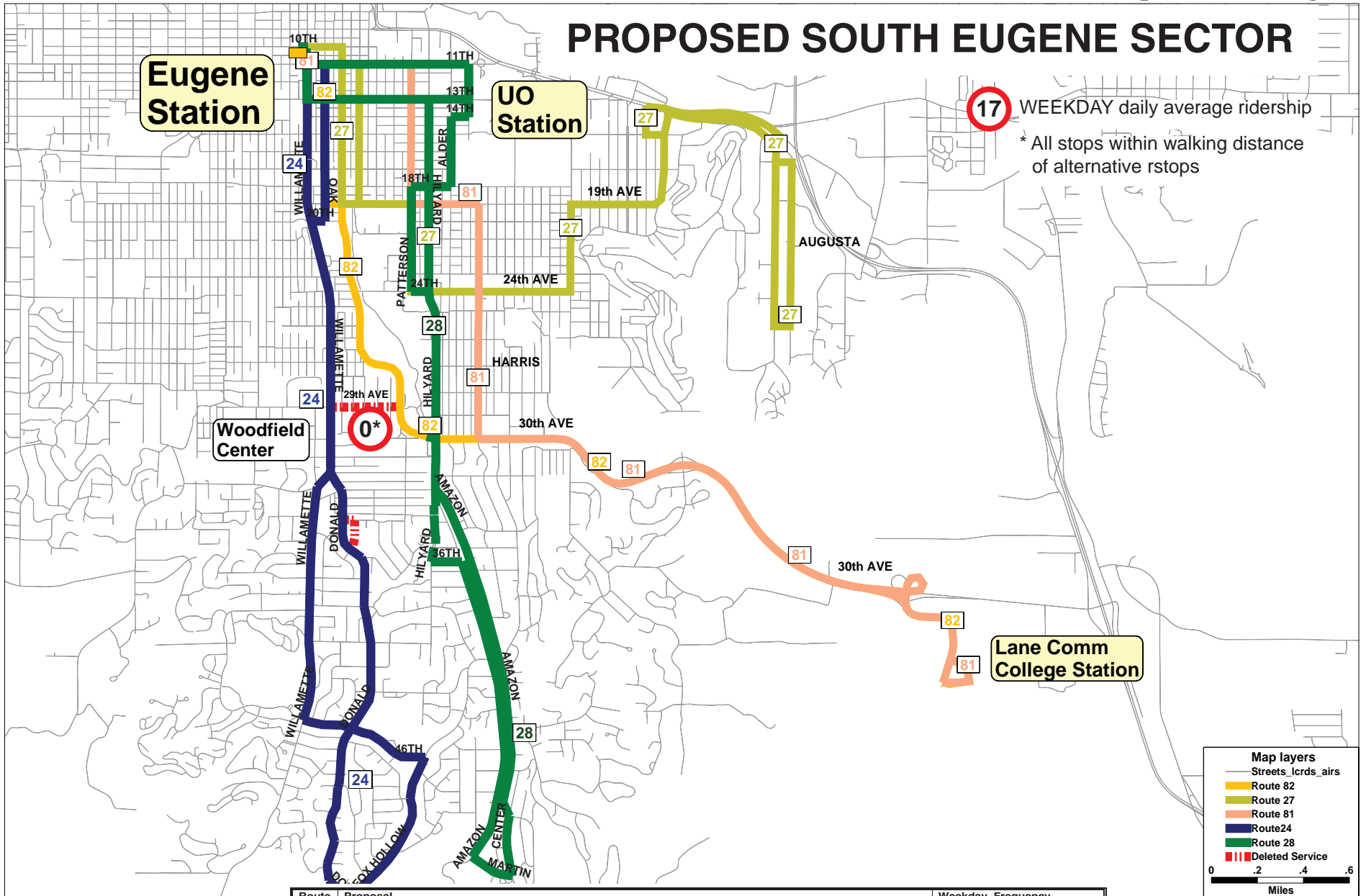
Route	Proposal	Weekday Frequency
40	ROUTING CHANGE. This route will no longer serve 2nd Ave, Blair, and 5th Ave between Washington and Blair. The bus will travel along 5th Ave, Washington, 1st Ave/Railroad Blvd, Chambers, to Roosevelt Blvd. Service on Blair, and 5th Ave will be provided by route 51.	
41	ROUTING CHANGE. This route will travel as far as Cubit & Wagner. Service between Cubit and Wagner (WinCo on Barger) and West 11th Ave has been deleted. The new 44 connector route will serve Cubit and Wagner (WinCo on Barger), Barger, Terry, Royal, Roosevelt and Danebo. There will be no service connecting Barger with West 11th Ave.	
43	NEW ROUTING. The bus will travel directly along West 11th Ave and turn-around using Terry St. and Arrowsmith St. back onto West 11th Ave to the Eugene Station. Service along Danebo that connects the West 11th Ave to Bethel/Danebo area has been deleted. Route name and number may change.	7:00 am - 5:30 pm = 15 min.
44	New connector route serving Barger, Terry, Royal, Roosevelt & Danebo.	6:30 am. - 6:30 pm = 30-min.

# PROPOSED RIVER ROAD SECTOR

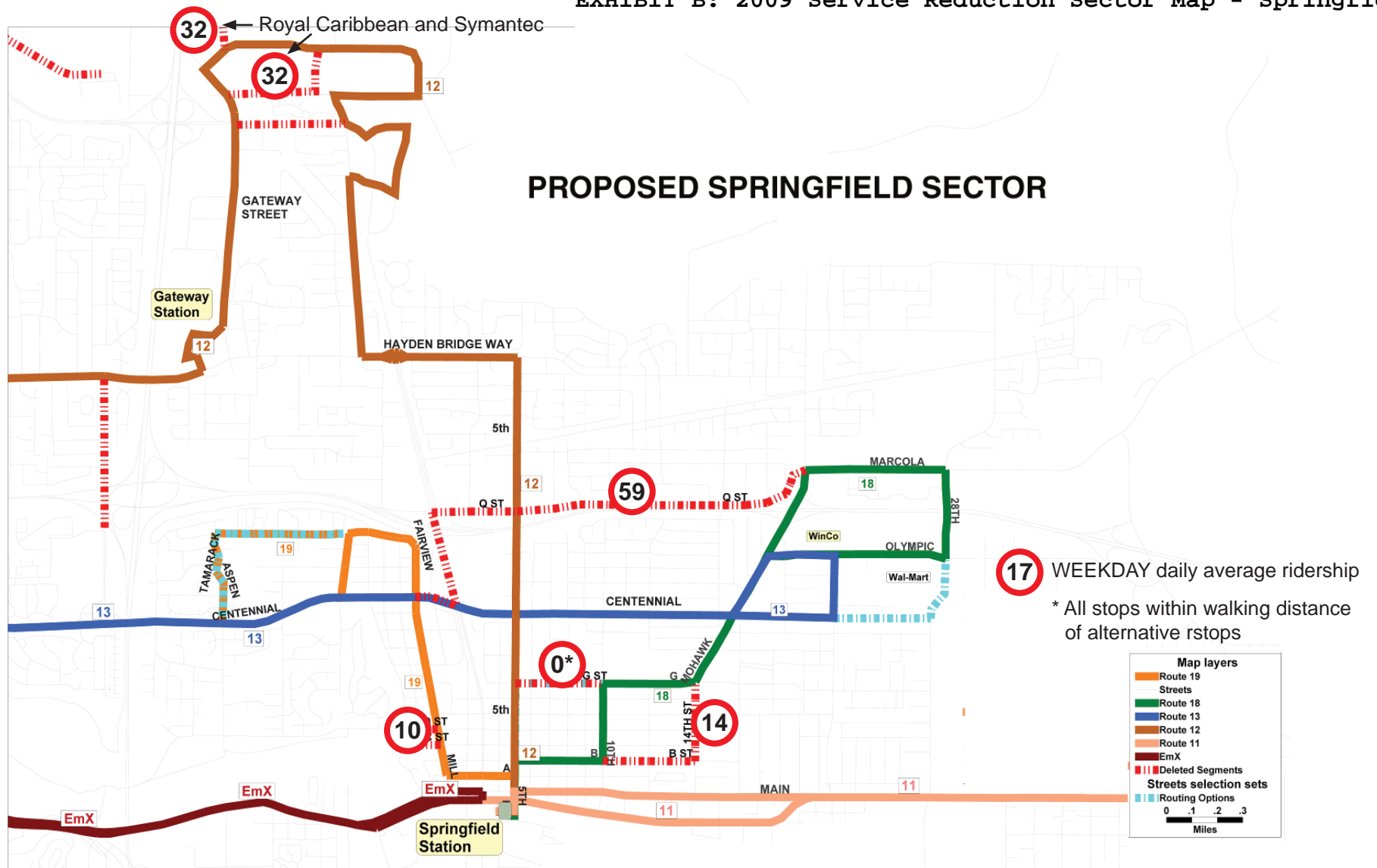


Route	Proposal	Weekday Frequency
51	NEW ROUTING. On weekdays only - Service along River Road between Hunsaker/Irving, Wilkes Dr, Scenic Dr, and Spring Creek Dr. has been deleted. The new #51 is a corridor route that will provide service along 5th Ave, Blair Blvd and 1st Ave to River Road. The bus will continue on River Road as far as Irving/Hunsaker and provide service to the Hunsaker Lane and Division Ave. loop. The new #57 connector route will provide service along River Road to the Wilkes, Scenic, and Spring Creek loop on weekdays. The current #51 routing will operate on weekday evenings, Saturday, and Sunday.	7:00 am - 5:30 pm = 15 min.
52	ROUTE DELETED. The new routing on route 51 will replace the River Road corridor section between Eugene Station and Irving/Hunsaker. The neighborhood loop (Irvington Dr, Arrowhead, and Irving) will be provided by the new #57 connector route. No Sunday service will be provided on the neighborhood loop.	
55	ROUTE DELETED. The Park Ave portion of the route will be provided by the new #57. The Hunsaker loop portion of the route will be provided by the new routing on the #51. No Sunday service.	
57	NEW CONNECTOR ROUTE serving River Road north of Irving and neighborhood loops of routes 51, 52 and south loop of 55. Does not run on Weekday & Saturday evenings or Sundays.	6:30 am. - 6:30 pm = 30-min.

# PROPOSED SOUTH EUGENE SECTOR

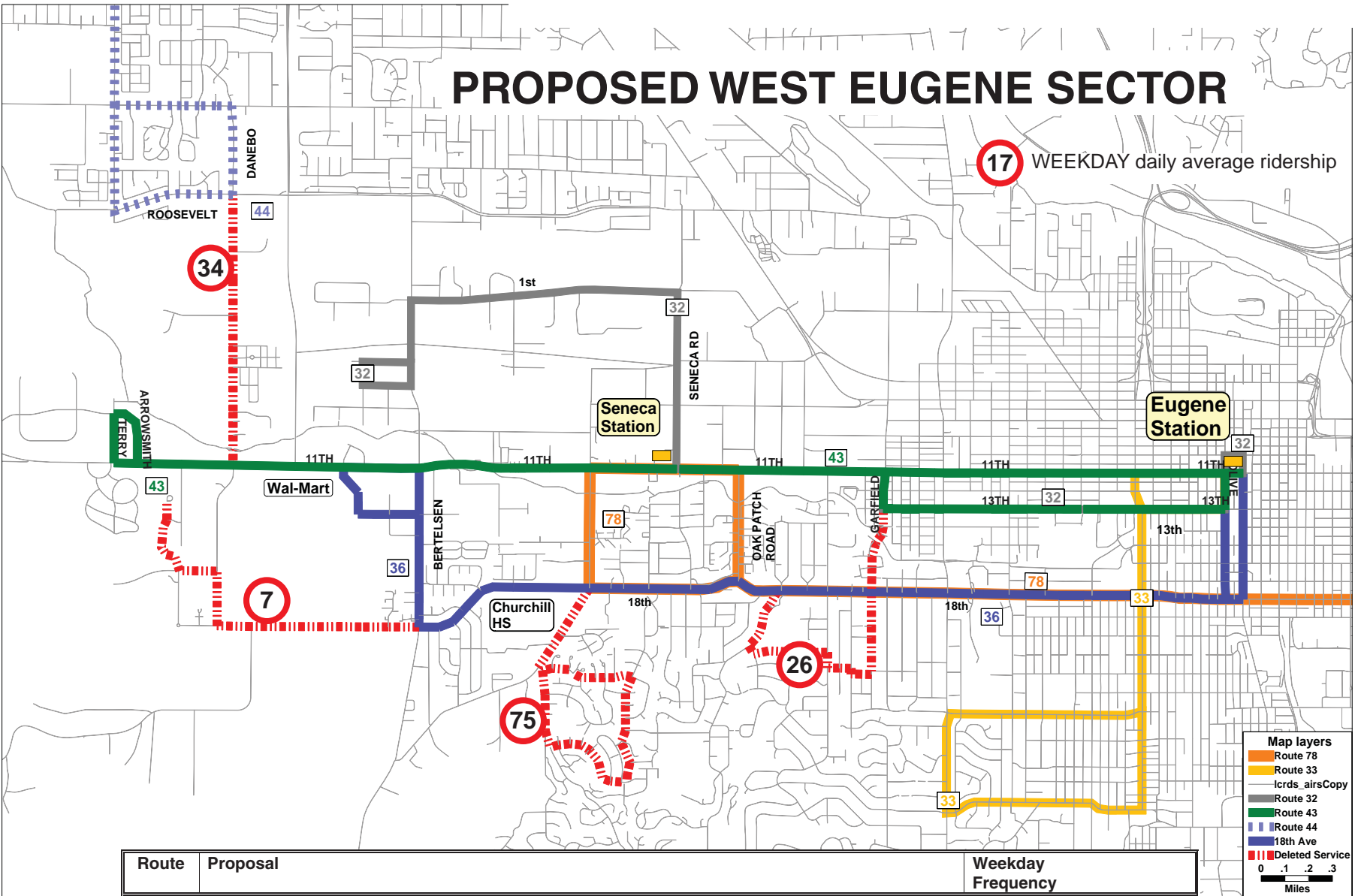


Route	Proposal	Weekday Frequency
24	NEW ROUTING and 15 minute service will be added during peak hours. The #24 will replace #73 routing along Willamette and Donald. Frequency along Willamette, north of 29th, will be increased during peak hours to cover loss of #25.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
25	ROUTE DELETED. Service, coverage, and frequency will be provided by the #24 and #28.	
27	REDUCED SERVICE. The following four trips will be deleted: First inbound at 6:40 a.m. from Franklin and Orchard, and Eugene Station departures at 6:40 a.m., 7:05 p.m. and 8:05 p.m.	
28	FREQUENCY INCREASED. Frequency and span of service will be increased at peak times to cover the loss of route #25.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
73	ROUTE DELETED. Service will be provided by new routing of route 24. There will be no service on 29th between Willamette & Amazon Parkway and no connection between Donald/S. Willamette neighborhood and the UO.	
81	SATURDAY SERVICE DELETED. Weekday service remains the same.	
82	NO CHANGE	



Route	Proposal
7x	ROUTE DELETED because of low ridership and because Route 12 now serves International Way.
8x	ROUTE DELETED because of low ridership and because alternative service is available via Route 11 and EmX
11	NO CHANGE
12	ADD SERVICE. Fifteen minute service added between 8:00 a.m. and 8:30 a.m. Weekday Frequency: 7:00 am - 8:30 am = 15-min. and 8:30 am - 6:00 pm = 20-min.
13	NEW ROUTING. The #13 will no longer connect to the Springfield Station. New routing will follow Mohawk to Olympic, to 21 <sup>st</sup> , and then inbound on Centennial. Service to Wal-Mart and Mohawk Marketplace will be provided by new Route 18.
18	NEW ROUTING. Routes 18 and 19 are no longer one-way loops. These routes will operate independently. Service is deleted along Q Street between 5 <sup>th</sup> Street and 19 <sup>th</sup> Street. New routing passes Mohawk Marketplace and then turns on Mohawk to return to the Springfield Station.
19	NEW ROUTING. Routes 18 and 19 are no longer one-way loops. These routes will operate independently. Service is deleted along Q Street between 5 <sup>th</sup> Street and 19 <sup>th</sup> Street. This route will travel north along Prescott to Fairview and then resume routing back to the Springfield Station via Mill Street. Routing along Aspen and Tamarack is eliminated.
85	DELETE SUMMER SERVICE because of low ridership. Summertime riders will have an LCC connection through the Eugene Station. Weekday service remains unchanged.

# PROPOSED WEST EUGENE SECTOR



Route	Proposal	Weekday Frequency
30	ROUTE DELETED. Service, coverage, and frequency would be provided by the #36; new route #43; and #78.	
32	NO CHANGE	
33	NO CHANGE	
36	NEW ROUTING. Delete Seneca Station and Warren loops along the route. The bus would travel along West 18th Avenue, Bertelsen, to West 11 <sup>th</sup> , and turn around at WalMart with increased peak-hour frequency to cover #30 loss. Service on Bailey Hill between 18th Ave and 11th Ave would be provided hourly by #78.	7:00 am - 8:30 am = 15-min. 8:30 am - 2:00 pm = 30-min. 2:00 pm - 5:30 pm = 15-min.
43	NEW ROUTING. Delete service along Danebo that connects the Bethel/Danebo area to the West 11th area. The bus will travel directly along West 11th Ave and turn-around using Terry St. and Arrowsmith St. back onto West 11th Ave to the Eugene Station. Considering this new routing, the route name and number may change.	7:00 am - 5:30 pm = 15 min.
44	New connector route serving Barger, Terry, Royal, Roosevelt & Danebo	6:30 am. - 6:30 pm = 30-min.

**Weekday Ridership Statistics****Fall 2007**

<b>Route</b>	<b>Name</b>	<b>Weekday Route Productivity for Fall '07*</b>
79x	UO / Kinsrow	155.6
101	EmX	116.4
82	LCC / Pearl	72.7
32	West 1st Avenue	62.0
12	Gateway	60.1
11	Thurston	59.3
40	Echo Hollow	57.3
41	Barger / W 11th	56.4
51	Santa Clara	56.0
24	Donald	55.4
30	Bertelsen	53.4
81	LCC / Harris	53.1
79	UO / Gateway	52.8
52	Irving	52.6
66	VRC / Coburg Rd.	51.7
13	Centennial	51.3
36	West 18th Avenue	51.0
43	W 11th / Barger	50.7
78	UO / Oak Patch	49.7
85	LCC / Springfield	47.3
33	Jefferson	45.8
67	Coburg Rd. / VRC	44.6
76	UO / Westmorelnd	44.4
73	UO / Willamette	42.4
00	Breeze	41.8
03x	River Road Sta	41.3
28	Hilyard	40.9
64	Sheldon Plz / R-G	35.6
55	River Rd Connector	32.0
25	Amazon	30.9
01	Campbell Center	28.6
18	Mohawk / Fairview	28.4
27	Fairmount	27.3
19	Fairview / Mohawk	24.9
08x	Thurston Sta	24.3
07x	International Way	22.3
60	Cal Young	19.5

**\* Represents Boardings per Revenue Hour  
System Weekday Average                      53.3**

## EXHIBIT D: Summary of Boarding Activity Along Deleted Segments

## ARR 2009

## Lost Ridership from Deleted Segments

Route #	Route Name	Segment Description	Lost Daily Boardings	Trips	Boardings Lost per Trip
7x	International Way	Symantec stop near Maple View & RCCL stop on Sportsway	32	11	2.9
18	Mohawk/Fairview	Fairview loop west of Prescott (including Tamarack)	15	27	0.6
19	Fairview/Mohawk				
18	Mohawk/Fairview	Q Street between Pioneer Parkway West & 19th Street	59	27	2.2
19	Fairview/Mohawk				
18	Mohawk/Fairview	B Street east of 10th Street & 14th south of G Street	14	27	0.5
19	Fairview/Mohawk				
18	Mohawk/Fairview	Willamalane Adult Activity Center (Water & C Street west of Mill)	10	27	0.4
19	Fairview/Mohawk				
30	Bertelsen	Oak Patch between 11th & 18th	113	32	3.5
36	West 18th Avenue	W. 18th Avenue west of Bertelsen & Willow Creek to Pitchford	7	4	1.8
36b	West 18th to Warren	Bailey Hill south of 18th & Wilshire/Warren neighborhood	75	17	4.4
41	Barger/West 11th Avenue	Danebo between W.11th Avenue & Royal Avenue	34	53	0.6
43	West 11th Avenue/Barger				
43	West 11th Avenue/Barger	Barger west of Terry & Minnesota, Cody & Ohio	62	28	2.2
52	Irving	SUNDAY ONLY: Irvington, Arrowhead & Irving	23	9	2.5
60	Cal Young	Cal Young, Norkenzie, Brewer, Gilham & Oakway Road	29	5	5.8
64	Sheldon Plaza/The Register-Guard	East end of Chad Drive from Shadowview to Register-Guard	10	19	0.5
64	Sheldon Plaza/The Register-Guard	Cal Young & Willakenzie loop behind (west of) Sheldon Plaza	97	49	2.0
67	VRC/Coburg Road				
76	UO/Westmoreland	Arthur between 18th & 22nd, 21st & 22nd, Hawkins Lane south of 18th	26	21	1.2
79	UO/Gateway	Garden Way between Commons & Harlow Road	17	19	0.9
81	LCC/Harris	SATURDAY ONLY -- entire route (figures represent LCC ridership only)	42	10	4.2
85	LCC/Springfield	SUMMER ONLY -- Old Franklin & McVay Highway portion of route	25	26	1.0

#78 hourly service still available (but no summer service)