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**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION
PUBLIC HEARING ON FARES AND SERVICE**

**Monday, April 12, 2010
5:30 p.m.**

**Bascom-Tykeson Rooms
Eugene Public Library
100 W. 10th Avenue, Eugene**

A G E N D A

Page No.

I. CALL TO ORDER

II. ROLL CALL

Necker _____ Evans _____ Dubick _____ Eyster _____
Gillespie _____ Kortge _____ Towery _____

III. PRELIMINARY REMARKS BY BOARD PRESIDENT

IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA

3

V. PUBLIC HEARING: FISCAL YEAR 2010-2011 PRICING PLAN

4

A. Staff Presentation

B. Opening of Public Hearing by Board President

C. Public Testimony

- *Each speaker is limited to three (3) minutes.*

D. Closing of Public Hearing

E. Staff Comments

VI. PUBLIC HEARING: 2010 ANNUAL ROUTE REVIEW

- A. Staff Presentation
- B. Opening of Public Hearing by Board President
- C. Public Testimony
 - *Each speaker is limited to three (3) minutes.*
- D. Closing of Public Hearing
- E. Board Discussion

VII. ADJOURNMENT

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

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AGENDA ITEM SUMMARY

DATE OF MEETING: April 12, 2010

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jeanne Schapper, Administrative Services Manager/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND: This agenda item provides a formal opportunity for Board members to make announcements or to suggest topics for current or future Board meetings.

ATTACHMENT: None

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: April 12, 2010

ITEM TITLE: PUBLIC HEARING: FISCAL YEAR 2010-2011 PRICING PLAN

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

ACTION REQUESTED: Hold a public hearing on proposed changes to the District's Pricing Plan

BACKGROUND: The District's fares are priced according to an adopted fare policy. This policy outlines structured fare increases by rotating price increases between fare types on an annual basis. This methodology has served the District well since the Board adopted the fare policy in the mid-1980s.

In an effort to increase fare revenue for Fiscal Year 2010-11, staff recommend an increase in the monthly pass prices. Adult monthly pass prices increased from \$38 to \$45 in 2008 when all LTD fares were adjusted in one year. In an effort to re-establish a rotation of fare increases and keep the rate of increases smaller, no changes in pricing (other than group pass rates) were made in 2009. By raising monthly pass prices in 2010, LTD will be back on track to evaluate an increase in cash fares in 2011, followed by no changes in 2012. Past use of rotating fare increases has allowed LTD fares to be changed incrementally, thereby reducing the economic effect on riders.

The following fare changes are recommended:

- Increase monthly pass prices:
 - Adult monthly: From \$45.00 to \$48.00
 - Youth and Half-Fare Program monthly: From \$22.50 to \$24.00
 - Adult three-month: From \$122.00 to \$130.00
 - Youth and Half-Fare Program three-month: From \$61.00 to \$65.00

RESULTS OF RECOMMENDED ACTION:

Based on Board direction, staff will prepare the final pricing plan recommendation. The first reading of the fare ordinance will be scheduled for the April 21, 2010, Board meeting. If the ordinance is not changed at that meeting, a second reading and adoption of the fare ordinance would occur at the May 19, 2010, Board meeting. The effective date of the fare change is scheduled to coincide with the sale of July 2010 monthly passes, which begins on June 20, 2010.

ATTACHMENTS: Pricing Plan
Peer Group Chart

PROPOSED MOTION: None

Lane Transit District Pricing Plan Summary

Cash Fare

	Current:	Proposed:
Adult	\$1.50	N/C
Youth	\$0.75	N/C
Child	\$0.75	N/C
Half-fare Program	\$0.75	N/C

RideSource

	Current:	Proposed:
Regular	\$3.00	N/C
Escort	\$3.00	N/C
Shopper*	\$2.00	N/C
<i>10 Tickets</i>	\$30.00	N/C

*Round-trip fare

Passes

Adult		Current:	Proposed:
	1-Month:	\$45.00	\$48.00
	3-Month:	\$122.00	\$130.00

Youth and Half-fare Program

	1-Month:	\$22.50	24.00
	3-Month:	\$61.00	65.00

Day Pass

Adult	\$3.00	N/C
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Youth and Half-fare Program

	\$1.50	N/C
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Group Pass (2011 change)

N/C

Monthly rates	\$4.57 taxpayer	N/C
	\$5.32 non-taxpayer	N/C

Sales Outlet Wholesale Discount

	Current:	Proposed:
Passes	Discount	Discount
0-500+	5.0%	N/C
Ticket Books		
0-500+	5.0%	N/C

Peer Group Fare Comparison

	Adult Cash Fare	Token or Multi-Ride Card/Tickets	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Reno, Nevada	\$2.00	\$1.70	\$5.00	\$70.00	N/A
Colorado Springs, Colorado	\$1.75	\$1.59	N/A	\$63.00	N/A
Livermore, California	\$2.00	\$1.60	N/A	\$60.00	N/A
Ann Arbor, Michigan	\$1.50	\$1.50	\$4.50	\$58.00	N/A
Bellingham, Washington	\$1.50	\$1.50	N/A	\$54.00	\$594 - annual
Vancouver, Washington	\$1.50	\$1.50	\$3.50	\$52.00	N/A
Santa Cruz, California	\$1.50	\$1.47	\$4.50	\$50.00	N/A
Lane Transit District	\$1.50	N/A	\$3.00	\$48.00	130 (3 mo.)
Salem, Oregon	\$1.25	\$1.25	\$2.50	\$35.00	\$420 - annual
Bakersfield, California	\$1.00	N/A	\$2.50	\$35.00	N/A
Olympia, Washington	\$1.00	\$1.00	\$2.00	\$30.00	N/A
Fort Collins, Colorado	\$1.25	\$0.90	N/A	\$25.00	\$154
Median	\$1.50	---	---	\$51.00	
Average	\$1.48	---	---	\$48.33	

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AGENDA ITEM SUMMARY

DATE OF MEETING: April 12, 2010

ITEM TITLE: PUBLIC HEARING: 2010 ANNUAL ROUTE REVIEW

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

ACTION REQUESTED: Conduct a public hearing on the 2010 Annual Route Review

BACKGROUND: Following an extensive outreach process that generated hundreds of comments, the Service Planning staff have developed a proposal to reduce bus service hours by approximately 19.3 percent. This service package will be presented to the Board and to the public for review at the April 12 public hearing. Following the public hearing, staff will ask the Board for final direction. Barring changes to the service package, staff will ask the Board for approval of the package at the regular Board meeting on April 21, 2010. The timing of the April 21 approval allows staff to incorporate changes in staffing and materials expenses into the fiscal year 2010-11 budget documents.

The service package was changed based on input from the public and direction from the Board. Two neighborhoods in Springfield and two in Eugene faced losses in service coverage, but in each case, service has been restored in the proposed service redesign package. Restored services include:

- Route 17 serving Q Street in Springfield
- Route 19 serving the Fairview neighborhood in Springfield
- Route 52 weekday mid-day service in Eugene
- Route 76 service to the Wilshire Drive and Warren Street loop in Eugene

The recommended redesign package accomplishes the necessary level of reductions by eliminating service in some neighborhoods, reducing frequency at varying times of the day, and recombining routes to provide service along major travel corridors.

A cost analysis has illustrated that this 19.3 percent reduction in bus service hours will result in annualized savings of approximately \$2.5 million. In order to reach the budget reduction goal, the District will need to find approximately \$500,000 in other budget reductions.

RESULTS OF RECOMMENDED ACTION:

Staff will prepare a final 2010 Annual Route Review service package that will be presented for Board adoption at the regular Board meeting on April 21, 2010.

ATTACHMENTS: Redesign Summary
Public Comment Received To Date

NOTE: The list of public comments received to date is included as an attachment to the LTD Board packet for Board members only. Others interested in obtaining a copy may call LTD.

PROPOSED MOTION: None

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Annual Route Review 2010 -- Service Change Summary for FY 10-11

Route	Route Name or Description of Change	Change in Daily Weekday Hours	Change in Daily Saturday Hours	Change in Daily Sunday Hours	Total Change Annual Hours	Percent Increase or Decrease	Cumulative % Change	Summer	Comments
Deleted Routes									
00	Breeze	-13,392	0	0	-13,392	-4.73%	-4.73%	S	covered by #1 & #66/#67 changes
3x	River Road Station	-854	0	0	-854	-0.30%	-5.03%	S	
8x	Thurston Station	-478	0	0	-478	-0.17%	-5.20%	S	
400 series	Four school service routes; 422, 426, 435, 451	-1,117	0	0	-1,117	-0.39%	-5.59%	S	
25	Amazon	-4,939	-710	-705	-6,354	-2.24%	-7.83%	F	covered by #24 & #28 changes
30	Bertelsen	-7,988	-1,257	-1,009	-10,254	-3.62%	-11.45%	F	most covered by #36/#43 changes
60	Cal Young	-843	0	0	-843	-0.30%	-11.75%	S	
Routes with Major Changes									
12	Ends in Gateway area (Gateway Loop/Postal Way turnaround)	-10,688	-1,145	-443	-12,276	-4.33%	-16.08%	2011	covered by new #18 routing
13	No connection between Springfield Station & Mohawk area	-3,048	-288	-33	-3,369	-1.19%	-17.27%	2011	covered by new #18 routing
18	Route redesigned as part of new Springfield connector service.	-3,524	---	---	-3,524	-1.24%	-18.51%	2011	
19	Route redesigned as part of new Springfield connector service.	-1,421	---	---	-1,421	-0.50%	-19.01%	2011	
27	Delete midday trips and all Saturday trips	-780	-371	---	-1,151	-0.41%	-19.42%	S	
36	Delete service to Wilshire/Warren loop ***	0***	0***	0***	0***	0.00%	0.00%	F	*** part of W. Eugene redesign ***
52	Delete seven midday trips. Remaining trips between 8:45 a.m. to 2:15 p.m. changed to :00 departure times. Delete weekend early AM trips and Sat 7 p.m. trip.	-1,656	-121	-23	-1,800	-0.64%	-20.06%	F	
55	Delete Hunsaker Lp/ add trips instead of laying over; delete Sat	-1,013	-538	---	-1,551	-0.55%	-20.60%	S	
66	Combined Breeze/66 routing	1,968	---	---	1,968	0.69%	-19.91%	S	
67	Combined Breeze/67 routing. Trips added and deleted	-422	---	---	-422	-0.15%	-20.06%	S	
73	Drop weekday midday, evening and weekend trips	-2,392	-891	-685	-3,968	-1.40%	-21.46%	F	
76	Routing to Oak Patch & Warren/ Wilshire lp; hourly 9am - 2pm *	761	---	---	761	0.27%	-21.19%	F	
81	Summer frequency reduced from 30 to 60-minute frequency	-684	---	---	-684	-0.24%	-21.43%	2011S	
		---	---	---	0	0.00%	-21.43%		
EmX	Evening & Sunday frequency reduction	-5,048	---	---	-5,048	-1.78%	-23.21%	2011	Tier 2 Reduction moved up
Added Service									
11	Increase to match 15-min. EmX service evenings & weekend **	128	819	644	1,591	0.56%	-22.65%	2011	
17/18	New redesigned Springfield connector service	8,160	1,456	1,344	10,960	3.87%	-18.78%	2011	
24	Added trips on Saturday and Sunday	---	477	124	601	0.21%	-18.57%	F	
28	Add Saturday and Sunday Service to replace route 25; discontinue 6:02 & 6:23 and 9:45 and 10:45 p.m. Wkdy and Saturday trips	332	787	700	1,819	0.64%	-17.93%	F	
36	Combined 30/36 routes for W 18th Ave	1,554	173	53	1,780	0.63%	-17.30%	F	
41	Added evening service	142	43	0	185	0.07%	-17.24%	F	
43	Added evening service	705	145	48	898	0.32%	-16.92%	F	
	Contingency	???	0	0	0	0.00%	-16.92%		
Misc. trips to delete									
32	Drop one AM and one PM trips	-370	---	---	-370	-0.13%	-17.05%	S	
33	Delete two late evening trips	-256	---	---	-256	-0.09%	-17.14%	F	
76	Cancel seven trips (for 30-minute frequency) in summer	-458	---	---	-458	0.00%	-17.14%	2011S	Accounted for on this row. *
78	Drop two OB and two IB trips; routing to Seneca Station	-230	---	---	-230	-0.08%	-17.22%	F	
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-476	---	---	-476	-0.17%	-17.39%	F	
95	6:00 a.m. & 5:15 p.m. trips deleted; 6:30 a.m. and 5:45 p.m. departures changed to 6:15 a.m. and 5:38 p.m.	-657	---	---	-657	-0.23%	-17.62%	S	
96	11:35 a.m. trip deleted	-149	---	---	-149	-0.05%	-17.67%	S	
Routes with Minor Changes									
1	Minor routing change to cover part of former Breeze route.	0	0	0	0	0.00%	-17.67%	F	
11	Go from 15 to 20 minute frequency between 0900 & 1030	-510	0	0	-510	0.00%	-17.67%	2011	Accounted for on this row. **
11	Go from 10 to 20-minute frequency between 1750 & 1830	-510	0	0	-510	0.00%	-17.67%	2011	Accounted for on this row. **
51	Deleted six weekday :00 departure trips between 8:30 a.m. to 2:30 p.m. Deleted school trips, arrivals changed with switcheroo removal. Nine trips given added time.	-3,073	0	0	-3,073	-1.08%	-18.76%	F	
System-wide changes									
misc.	No service on New Year's Day, Memorial Day, Independence Day & Labor Day -- Saturday service on the day after Thanksgiving	0	0	0	-1,642	-0.58%	-19.34%		Tier 2 Reduction moved up
misc.	Adjustments (sum of minor adjustments made to original proposal)	0	0	0	0	0.00%	-19.34%		
		-53,226	-1,421	15	-53,153	TOTAL	-19.34%		



ARR CUSTOMER INPUT

(This document contains input received after March 17, 2010.)

2010-2011

	I think the bus is great and any ways to improve riding for the customers is wonderful. Even if prices for fare is raised.
	I would LOVE to have a bus that goes out to Spencer's Butte (or at least Ridgeline Trail). It would save us a TON of gas and money.
	On Sundays they always have it extremely inconvenient. You take a bus to the station then have to wait 30 min. for the next bus. Is there a way to make the buses show up within a reasonable time of when the others leave? Otherwise I love LTD and Drivers!
	I come from Spokane, WA, and their transit system is privately operated. I don't know where LTD's expenses go, but I imagine since it's publicly funded very heavily there are expensive employee benefits sucking up a great deal of operating expenses. In my experience, they were more efficient and more reliable. Perhaps you might seek advice from them to see what they're doing right; (509) 328-RIDE. Their fares were lower, as well.
3x River Road Station	Hello, I would love to take the bus BUT it takes an hour or more for me to get to Lane Community College from River Road near Santa Clara. By car it only takes me 15 minutes and I don't have to wait to transfer buses. I would take the bus if it took a half an hour to get there. My idea is to have a bus from River Road station go directly to Lane Community via Beltline Hwy and Interstate 5. Of course making stops along the way. It would only need to make the round trip Monday thru Friday, several times a day and only during the school term. Please think about River Road station to Lane Community College and bypass downtown altogether. Kind regards...
13 Centennial	I am <u>extremely</u> disappointed with the change on bus 13! No happy either that 18, 19 are only every 40 minutes. Need more frequent times.
18/19 Mohawk/Fairview	<p>Dear LTD Re: Buses on Routes 18 and 19: These letters are signed by people that live in the McKenzie Village neighborhood. We do not want to see our bus not service the area. Also it is not just our neighborhood, the rest of the neighborhoods that are served by the 18 and 19. There are school children that use the bus to get to school, either Centennial or Hamlin. Other use to connect with other buses down at the Springfield Station, and some for work. To remove both buses would leave some unable to get anywhere. Remember what I said at the meeting in March at the Eugene Library. We have 353 residents, 84 of the households have children, 85 residents are disabled and 39 are elderly. Of the 168 households, 120 are Extremely Low Income, 39 are very low income and 9 are low Income. None of the households have income above the low threshold. So to cut bus service here would cause hardships. Please reconsider. Thank you. Sincerely, Pastor...</p> <p>To the LTD Planning Board: We the undersign are disappointed that you will be cutting out service completely to the McKenzie Village in January 2011. We ask you please to reconsider cutting out all service to 353 residents that live here. So I (we) are signing this letter to let you know that I (we) would like you to keep at least one bus on our route so we can get around and do the things we need to get done, or this will cause us a hardship. 39 signatures</p>
24 Donald, 25 Amazon	Comments: I urge you to reconsider cuts to these routes. They serve to connect South Eugene to the downtown area and I use them to commute to and from work. The buses are full when I take them in the morning and evening. By eliminating Route 25, and reducing service on Route 24, these changes would mostly likely prohibit me (and presumably other riders) from using these routes for daily commuting. Thank you.

<p>30 Bertelsen</p>	<p>Dear LTD, I understand you are deleting the 30 bus route, though modifying other routes to provide some accommodation. Over the past ten years, the city has allowed Oakpatch, from 13th to 18th, to become one of the most densely populated areas of Eugene, replacing forested areas with multiple apartment complexes. The city allowed this development in part, based on the existence of sufficient services for the growing density. Many of the thousands of people living here are absolutely dependent on bus service to this street, including the young, numerous senior citizens, and the disabled, including at least two blind people. Many of these people will find it difficult if not impossible to go to 11th or 18th to catch the bus (e.g. there's a steep hill to get to 18th, and a dangerous crossing, with no traffic light. To get to 11th can be six or seven long blocks, difficult for the elderly, especially in winter. Moreover, several busy parking lots and driveways pose particular hazard to the blind. And at night, the walk presents public safety issues, especially endangering the young, women, disabled, and the elderly. Thus, limiting service to this area poses significant problems, including risk of harm, to residents. Please insure that service to this dense population on Oakpatch and environs meets their critical needs.</p>
<p>40 Echo Hollow</p>	<p>I ride the #40 as my priority transportation. I have to make a transfer to the 41 to shop at Danebo and Royal. The 41 is always early. I suggest to make my ride and others to redirect the #40 outbound to continue up Royal to Danebo at Royal and turn around or go around the block and return to Echo Hollow Road, continuing the trip to Cubit where the bus lays over for 30 minutes. Then on the inbound do the same thing. #41 makes me wait 30 minutes.</p>
<p>55 River Road Connector</p>	<p>Dear LTD: I wanted to say why are you changing the route of 55 connector? Because people can't find a way to get the bus to school. People can't drive people all around and people are too old to walk. Can't afford gas and car. It is not fair to cut the route. Sincerely...</p>
<p>60 Cal Young</p>	<p>Dear LTD decision makers, Due to work constraints I have been unable to attend the meetings around town to discuss changes. I am hit particularly hard by the proposed cutbacks because I live along Cal Young road, and with both the Breeze and the 60 being cut my way to and from work is being eliminated. I hear that it is proposed former riders of these routes take the 66, so today I decided to take the 66 home from work to see if it was comparable. The Breeze and the 66 both left the downtown station at about the same time, with the 66 arriving at VRC slightly before the Breeze, but only by an insignificant margin. However, the 66 drops a Cal Young resident considerably farther away than the Breeze, and in order to get home I had to negotiate the dodgy pedestrian bridge with the unprotected pedestrian crossing. It seems that these cuts unfairly penalize people who live on Cal Young, who now will have to walk a mile to get to a bus stop. While taking Delta to VRC is faster than taking Country Club Road, the latter provides access to doctors offices and residential areas no other bus reaches. Can you at least reroute the 66 so that it runs along Country Club Road with a stop before crossing the bridge to VRC? I have been a devoted patron of LTD for many years and have been able to get by without purchasing a car because of your services, though it is within my means to do so. It seems a shame that I should be forced to contribute to waste and pollution in order to keep my job, but I don't see that I have an option. Walking a mile to a bus stop, waiting twenty minutes, riding for fifteen minutes downtown, waiting ten minutes and transferring to another bus is cumbersome and unpleasant. If you can't help out by running busses regularly reasonably near my neighborhood (say, half a mile from my house) then I don't see any reason to keep utilizing a form of transportation that is less and less able to meet my needs. Sincerely...</p>

60 Cal Young	Here's another suggestion ... take the Breeze buses you are discontinuing and use them for Route 60 instead of the larger buses ... we NEED this route to be restored. This is NOT the time to take away transportation options.
78 UO/Oak Patch	Comments: If the routing of the #76 to Wilshire and Warren is selected, #78 could form a loop with Garfield/Arthur, 11th, Bailey Hill, and 18th to avoid the loss of service along Arthur. Thank you for considering this suggestion.
85 LCC/ Springfield	You guys need to add evening 85 route. Since night classes run till 9 p.m., having to go through Eugene to go to Thurston I get home around midnight almost. Being a female not too much fun being out in the dark at midnight. Thanks.
85 LCC/ Springfield	We don't get any service on the weekends, so maybe instead of a big bus, you could run some kind of shuttle (maybe a van) so we can always have some kind of service.
Miscellaneous Service Suggestions	<p>Dear LTD, Here is a list of changes I would like to propose to the planned 2010-2011 service cuts:</p> <ol style="list-style-type: none"> 1. Provide 40-minute service to Fairview area by reducing the frequency of the #85 to 40 minutes -- see previous email. 2. Possible redesign of Ferry Street Bridge area service: <ol style="list-style-type: none"> a. Eliminate routes 12, 66, and 67, (as well as Breeze and #60) which would be covered by 3 new routes. b. One new route (I'll call it #64) would run down Coburg Road from the Eugene Station, turn onto Crescent (or Chad or Beltline) and travel along Gateway, serving the Gateway Station, and then follow Harlow back to Coburg Road to the Eugene Station. c. Another new route (I'll call it #65) would follow the same routing as the #64 travel around the Gateway/Sheldon Plaza Loop in the opposite direction. d. The #64 and #65 could operate every 45 minutes. Another possibility is for the #65 to run more frequently (30 minutes) than the #64 (hourly) in the morning and the #64 (30 minutes) to run more frequently than the #65 (hourly) in the afternoon, as I imagine that this might be more convenient for many riders. e. A third new route (I'll call it #69) would, from the Eugene Station, follow Coburg Road to Country Club, serve VRC, and then travel down Goodpasture Island Road and Delta Hwy to Delta Oaks Shopping Center. From here, an "a" loop and a "b" loop could alternate service. The "a" loop would continue down Crescent to Coburg Road to connect to the #64 and 65 (to allow a transfer) and the "b" loop would make a loop with Norkenzie (or Gilham and Brewer or Minda Drive) and Goodpasture Island Road before heading back to the Eugene Station, which would be faster than the "a" loop and also serve some of the areas that were lost from the elimination of the #60. This route would run every half hour and alternate between the "a" and "b" loops. 3. On weekends and on weekday evenings, #24 could operate one direction on Donald and the other on Willamette to compensate for the elimination of #73 service during those times. Also, #24 and 28 could divert to the Amazon Station and be timed to allow a transfer for UO students when #73 isn't operating. 4. Additional one-way trips of the #51 or 52 that go only between the Eugene Station and the River Road Station could be added instead of buses operating the #55 having to deadhead between the Eugene Station and the River Road Station. 5. Some trips of the #1 could be eliminated if #40 or 51 covered 5th Avenue and limited trip routing of some Ferry Street Bridge route covered the Campbell Center area. 6. The outbound portion of the 6:40 a.m. #27 trip could be eliminated. This way, a bus starting at the bus yard in Glenwood could start at Riverview at 16th rather than deadheading all the way to the Eugene Station.

	<ol style="list-style-type: none"> 7. Limited trips of the #82 and 93 could have limited stop service to save time and also be more convenient. 8. If the #98 stopped at LCC on Saturdays, then the Saturday service of #81 could be eliminated, reduced to only a couple of trips, or end at 30th Avenue at Harris. 9. Additional one-way #41/43 trips between the Seneca Station and the Eugene Station could connect with the #32 to avoid dead-heading. 10. #66 and 67 could operate behind Sheldon Plaza on limited trips to be within better walking distance of some eliminated #60 stops. 11. The #17 could operate on Q Street and Hayden Bridge Road only on weekdays. 12. The rural routes could have an increased fare to help compensate for their expensiveness. Riders with a bus pass would not face that charge. <p>Sincerely...</p>
<p>Day Pass Price Increase Suggestion</p>	<p>I think public transportation is the best way to go. More than that, it is the only way to go if we're to have a sustainable future. I ride my bike, walk and ride the bus, and save driving the car for unique, special occasions. I would be willing to pay \$3.50 for a day pass and keep the routes if that would be at all possible. Most sincerely...</p>

q:\sp&m\arr\2010\correspondence\arrcustomer input after 3-17-10-doc7.docx