



**LANE TRANSIT DISTRICT
BOARD OF DIRECTORS
SPECIAL MEETING**

Wednesday, June 03, 2020
5:30 – 7:30 p.m.

VIRTUAL MEETING

Zoom details will be provided on the web calendar at www.LTD.org.

No public testimony will be heard at this meeting.

AGENDA

Time	ITEM	Page
5:30 p.m.	I. CALL TO ORDER	
	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	
	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>	
	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>	
	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>	
5:35 p.m.	A. RIDERSHIP AND OPERATIONS UPDATE [Tom Schwetz]	
	Action Needed: None. Information Only	
6:30 p.m.	VI. ADJOURNMENT	

Figure 2 - Comparison of Average Weekday Boarding Activity -2019 and 2020 Top 10 Regular Service Stops

Average Weekday Boardings March 30 through April 24, 2020 (20 weekdays)					Average Weekday Boardings March 30 through April 24, 2020 (20 weekdays)				
2020 Top 10	Stop	Stop Name	Average Weekday Boardings 2020 by Stop	Average Weekday Boardings 2019 by Stop	2019 Top 10	Stop	Stop Name	Average Weekday Boardings 2019 by Stop	Average Weekday Boardings 2020 by Stop
1	2095	S/S of Wagner E of Cubit	66.0	194.0	1	2303	LCC Station Bay C	575.2	28.8
2	19	N/S of Main W of 58th	62.2	186.3	2	1560	University of Oregon Station - Bay F	541.0	27.1
3	964	W/S of Hwy 99 N of Side	54.6	69.0	3	1550	University of Oregon Station - South	418.1	20.9
4	1897	S/S of 11th W of Commerce (Walmart)	50.7	151.7	4	542	N/S of MLK Blvd W of Kinsrow	300.9	15.0
5	61	N/S of Olympic E of 18th	42.8	116.5	5	2095	S/S of Wagner E of Cubit	194.0	9.7
6	707	(RRS) E/S River Rd N of River Ave (NE)	37.8	178.3	6	19	N/S of Main W of 58th	186.3	9.3
7	1961	E/S of Garfield N of 10th	33.8	71.2	7	2302	LCC Station Bay B	186.1	9.3
8	14	W/S of 69th N of Main St	32.6	114.8	8	2097	N/S of 11th W of Commerce (Target)	184.0	9.2
9	963	W/S of Hwy 99 S of Royal	32.1	66.7	9	707	(RRS) E/S River Rd N of River Ave (NE)	178.3	8.9
10	1508	Gateway Sta.-Bay B (to ES)	31.4	161.8	10	564	W/S of Coburg N of Cal Young	163.0	8.1
Yellow		Represents a Top 10 Stop							
***		Eugene Station and Springfield Station stops not included							

How to read this chart: this chart provides comparisons between the boarding activity for regular service stops that ranked as the top 10 stops in 2019 and the boarding activity for regular service stops that ranked as the top 10 in 2020. One of the comparisons looks at how the top 10 regular service stops have shifted as a result of the UO and LCC being closed and the economy slowing down as a result of Covid. A second comparison can be made between the average weekday boardings for a top 10 stop and 2019 and what those stops are experiencing in terms of average weekday boardings in 2020. Similarly, the table shows that the number 1 ranking regular service stop in 2020 is at Wgner and Cubit near Winco on Barger. In 2019, that station was ranked number 5. The number 2 ranking regular service stop in 2019 was University of Oregon Station - Bay F with 541 average weekday boardings. In contrast, in 2020, this stop only had 27.1 average weekday boardings.

An example: for March 30 through April 24, 2020, the number 5 regular service stop in terms of average weekday boardings during that period was the N/S of Olympic E of 18th, having approximately 43 boardings on an average weekday. Using this table, you can see that, for the same period in 2019, that stop was experiencing 117 average weekday boardings. In addition, you can look at the table showing the 2019 top 10 regular service stops and see that the stop at N/S of Olympic E of 18th was not ranked the Top 10 in 2019.

Figure 3 - Comparison of Average Weekday Boarding Activities - 2019 and 2020 Top 10 EmX Stops

Average Weekday Boardings) March 30 through April 24, 2020 (20 weekdays)					Average Weekday Boardings April 1 through April 26, 2019 (20 weekdays)				
2020 Top 10	Stop	Stop Name	Average Weekday Boardings 2020 by Stop	Average Weekday Boardings 2019 by Stop	2019 Top 10	Stop	Stop Name	Average Weekday Boardings 2019 by Stop	Average Weekday Boardings 2020 by Stop
1	9961	Commerce Station Outbound	245.7	678.0	1	9966	EmX Walnut Station Inbound	762.3	50.9
2	9953	Seneca Station Outbound	125.6	374.9	2	9964	EmX Dads' Gates Station Inbound	704.0	21.1
3	9940	Monroe/7th Station Outbound	90.0	356.6	3	9961	Commerce Station Outbound	678.0	245.7
4	9939	Monroe/6th Station Inbound	89.1	217.7	4	9965	EmX Agate Station Inbound	663.7	30.0
5	9948	Garfield/10th Station Outbound	80.2	245.1	5	9903	EmX Dads' Gates Station Outbound	579.1	22.1
6	9947	Garfield/11th Station Inbound	74.4	165.6	6	9902	EmX Hilyard Station Outbound	476.2	44.6
7	9938	Charnelton Station Inbound	65.1	210.3	7	9953	Seneca Station Outbound	374.9	125.6
8	9951	Oak Patch Station Outbound	52.4	249.6	8	9940	Monroe/7th Station Outbound	356.6	90.0
9	9963	EmX Hilyard Station Inbound	52.0	292.9	9	9904	EmX Agate Station Outbound	341.0	16.4
10	9966	EmX Walnut Station Inbound	50.9	762.3	10	9963	EmX Hilyard Station Inbound	292.9	52.0
Green		Represents a Top 10 Stop							
***		Eugene Station and Springfield Station stops not included							

How to read this chart: this chart provides comparisons between the boarding activity for EmX stops that ranked as the top 10 stops in 2019 and the boarding activity for EmX stops that ranked as the top 10 in 2020. One of the comparisons looks at how the top 10 EmX stops have shifted as a result of the UO and LCC being closed and the economy slowing down as a result of Covid. A second comparison can be made between the average weekday boardings for a top 10 stop and 2019 and what those stops are experiencing in terms of average weekday boardings in 2020. Similarly, the table shows that the number 2 ranking EmX stop in 2020 is the Seneca Station Outbound. In 2019, that station was ranked number 7. The number 2 ranking EmX stop in 2019 was Dads’ Gates station inbound with 704 average weekday boardings. In contrast, in 2020, this stop only had 21 average weekday boardings.

An example: for March 30 through April 24, 2020, the top EmX station in terms of average weekday boardings during that period was the Commerce Station Outbound, having approximately 246 boardings on an average weekday. Using this table, you can see that, for the same period in 2019, that stop was experiencing 678 average weekday boardings. In addition, you can look at the table showing the 2019 top 10 EmX stops and see that the Commerce Station Outbound was ranked number 3 in 2019. Similarly, the table shows that the number 2 ranking EmX stop in 2020 is the Seneca Station Outbound. In 2019, that station was ranked number 7.

PERSPECTIVE

In a Pandemic, We're All 'Transit Dependent'

Now more than ever, public transportation is not just about ridership. Buses, trains, and subways make urban civilization possible.

April 7, 2020

JARRETT WALKER

Transit planner and consultant

- As health authorities tell us to stay at home and to maintain a six-foot distance from one another, public transit ridership has understandably collapsed. A TransitApp analysis suggests that this collapse has now stabilized around 70% below pre-crisis levels, but many major agencies report bigger declines, especially on longer-distance and commute-oriented services. San Francisco's BART system, for example, has lost 93% of its riders.

The financial disaster transit agencies face is hard to overstate. Most U.S. transit agency revenue comes from fares and payroll and sales taxes, all of which will have collapsed or can be expected to as the effects of the pandemic ripple down through the economy.

There is no silver lining here. The recent federal CARES Act includes \$25 billion in emergency funds for transit agencies. This will keep the lights on for a while, but not if the crisis drags on.

In response to this emergency, major agencies are doing their best not to cut service much. Typically, agencies have deleted rush-hour express service (whose wealthier riders are almost all working from home) and have shut down tourism and recreation services. After that, their next step has usually been running Saturday or Sunday schedules every day, which implies reduced frequencies, although San Francisco is turning off some routes to protect frequency and prevent crowding on most-used routes nearby. Based on my informal discussions with many agencies, the service cuts seem to be in the range of 10% to 40% at this point, far less than the roughly 70% drop in ridership.

Even these service cuts aren't all motivated by the need to save money. The first impetus has been a staff shortage. Bus and train drivers are ill, or afraid of becoming ill, or are stuck at home caring for children who would usually be in school. Even where

budget is a consideration, agencies are desperate to avoid major layoffs and furloughs, both because they care about their employees and because they need a highly trained workforce to still be there when demand comes back.

At least agencies can save money by running smaller vehicles, right? Labor is most of bus operating cost, but agencies could save power, fuel, and wear-and-tear. But no: Agencies are trying to run big buses and long trains, so that their few passengers can stay six feet apart, and they're being criticized when loads are too high. In short, they are intentionally creating the "empty buses" look that so many people misread as evidence of transit's failure or irrelevance. (Good luck getting that much distance when using Uber.)

Why are agencies behaving this way? *Because they are not businesses*. And if there's one thing we must learn from this moment, it's that we have to stop talking about transit as though ridership is its only purpose, and its primary measure of success.

The goal of transit, right now, is not competing for riders nor providing a social service. It is helping prevent the collapse of civilization.

Right now, essential services have to keep going. It's not just the hospital, the grocery store, and basic utilities. It's the entire supply chain that keeps those places stocked, running, and secure. Almost all of these jobs are low-wage. The people using transit now are working in hospitals that are saving lives. They are creating, shipping and selling urgently needed supplies. They are keeping grocery stores functioning, so we can eat.

In transit conversations we often talk about meeting the needs of people who depend on transit. This makes transit sound like something we're doing *for them*. But in fact, those people are providing services that we all depend on, so by serving those lower income riders, we're all serving ourselves.

The goal of transit, right now, is neither competing for riders nor providing a social service for those in need. It is helping prevent the collapse of civilization.

What's more, transit has *always* been doing that. Those "essential service" workers, who are overwhelmingly low-income, have always been there, moving around quietly in our transit systems, keeping our cities functioning. Too often, we have patronized them by calling them needy or dependent when in fact everything would collapse if they couldn't get to work.

Transit agencies rarely get credit for this work, and journalists rarely stop to consider it. For the last decade or more, the default news story about transit has been about ridership. When it's down, we get alarmist stories. What are transit agencies doing wrong? How are they going to fix it? The near-universal assumption is that transit should be judged as though it were a business, and that transit ridership is the primary measure of transit's usefulness or relevance. This assumption has always been wrong, but now it's *obviously* wrong. If it were true, agencies wouldn't still be running so much service right now.

Right now, in interviews, I'm being asked what transit agencies must do after the crisis to get ridership back. The false implication is not just that the return of ridership should be their only goal, but also that there's something that they could do to bring ridership back to what it was. In normal times, transit agencies can improve ridership by making service more useful — that's what I do as a consultant — but ridership has always gone up or down for reasons outside their control. That's never been more obvious than right now.

In fact, there's good reason to suspect that the return of previous riders could take a year or more. This crisis won't end overnight. At some point we'll emerge from our holes and start moving around again, but the virus will still be there and we'll all be cautious about it. If you had an easy option to drive your own car — a car that you cleaned yourself and whose inner surfaces nobody outside your family has touched — would you choose instead to get into a transit vehicle, full of strangers and the surfaces they've been touching?

It's quite possible, then, that ridership will rise only gradually, and that for some time, most of the people riding will be those who we too-often call the "transit dependent." This term, like its opposite "choice rider," has always been misleading, because most urban people are not totally dependent or totally "choice." Instead, we each have a range of travel options with their own incentives and disincentives, and may make different choices for different trips. Some people also "choose transit dependence" by not owning cars even though they could afford one, thus revealing the absurdity of describing all riders as either "dependent" or "choice."

But even for those with the fewest options, the term *dependent* has allowed us to imagine helpless people in need of our rescue, rather than people that we depend on to keep things running. Everyone who lives in a city, or invests in one, or lives by selling to urban populations is transit dependent in this sense.

Meanwhile, if we all drive cars out of a feeling of personal safety, we'll quickly restore the congestion that strangles our cities, the emissions that poison us and our planet, and the appalling rates of traffic carnage that we are expected to tolerate. Once again, we'll need incentives, such as market-based road pricing, to make transit attractive enough so that there's room for everyone to move around the city. That will mean more ridership, but again, ridership isn't exactly the point. The point is the functioning of the city, which again, all of us depend on.

So let's take this moment to reframe our journalism and commentary around transit issues. Let's learn from the remarkable work that transit agencies are doing now, and recognize that this is something they've always done and that we'll always need them to do. Let's look beyond ridership or "transit dependence" and instead measure all the ways that transit makes urban civilization possible. In big cities, transit is an essential service, like police and water, without which nothing else is possible. Maybe that's how we should measure its results.



AGENDA ITEM SUMMARY

DATE OF MEETING: June 3, 2020

ITEM TITLE: RIDERSHIP AND OPERATIONS UPDATE

PREPARED BY: Tom Schwetz, Director of Planning and Development

DIRECTOR: Aurora Jackson, General Manager

ACTION REQUESTED: None. Information Only

PURPOSE: To provide the Board with an update on current ridership trends and operations.

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

HISTORY: Beginning with the closure of the UO during the week of March 16, LTD's ridership experienced a decline until the week of March 23 when data indicates that ridership leveled out. The attached set of charts provide an overall view of LTD's ridership trends between April 27 and May 29, 2020, for both LTD's fixed route service and RideSource services. These charts include:

- Figure 1 - Summary of Boarding Activity Through 5-29-2020
- Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 5-29-2020
- Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 5-29-2020
- Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 5-29-2020
- Figure 5 - RideSource Total Call Volume through 5-26-2020
- Figure 6 - RideSource Trips by Type through 5-26-2020
- Figure 7 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 Regular Service Stops
- Figure 8 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 EmX Stops

Trends in Fixed-Route Service

Overall, every route has the experienced ridership reductions. In particular, EmX and LTD's core routes have seen heavy reductions, though EmX continues to carry the majority of overall ridership. LTD's ridership has gone from an average of about 35,000 boardings per day on an average weekday in 'normal' times to about 10,000 boardings on an average weekday. This represents about a 70% reduction in our ridership – similar to what is being seen across the country. During this period of time, evening service (after 8:30 PM) - has been fairly stable currently at about 1,000 average weeknight boardings.

On May 8, 2020 Lane County formally submitted its "Blueprint for Re-opening" to the Governor. Phase 1 of this blueprint will include opening of some businesses that can be expected to increase the level of travel and social interaction within the Eugene-Springfield area. In that context, LTD's ridership trends are expected to change. As of the date this memo was written, weekday boardings during Phase 1 Reopening (May 15-May 21) are averaging approximately 10,000. While this is not enough data to firmly establish a shift in ridership, staff will be continuing to assess the level of change in boardings, how transit is being used in this phase of re-opening, and where overloads may be occurring.

LTD has made several changes in its level of service in an effort to provide service in a safe manner for essential trip making under Covid-related conditions. These changes are illustrated in Figure 4 and include:

1. For the period between 3-1 and 3-21, LTD was operating a "normal" level of service, and was providing service 7 days a week.
2. For the week of 3-23 (the first full week of the Governor's Stay Home order), LTD operated a Saturday level of service during the weekdays, a Sunday level of service on Saturdays and ceased operating on Sundays.
3. The following period (3-30 through 4-24), LTD operated a modified Sunday level of service during the weekdays, adding morning and evening trips on key routes.

4. On 4-27, LTD began operating the modified Sunday service Monday through Saturday, increasing EmX service frequencies to 10 minutes between 9 AM and 4:30 PM. This level of service will continue until 6-7. The last period shown in the graph (5-17 through 5-29) reflects a small increase in boardings during the first full 2 weeks of Phase 1 Reopening.

In terms of who might be using LTD's services during this period of time, it is useful to consider which community residents are most transit dependent. Though there are likely many factors that would cause someone to be dependent on transit, income, access to a vehicle, and possession of a driver's license are some of the most important factors. In LTD's 2019 Origin-Destination Survey, 61% of riders indicated that they do not have a driver's license. Many riders (46%) live in households that do not own a car. While many students do not have access to a vehicle, nearly as many non-students lack driver's licenses or vehicles.

Transit dependence is much more highly tied to income. A high percentage of LTD's ridership is comprised of lower-income individuals who tend to ride transit more days per week than those who have higher incomes. In 2019, 45% of our non-student ridership made less than \$15k per year, and 56% make \$25k or less. Overall, our 2019 survey indicates that 47% of our ridership in 2019 reported incomes of less than \$15k. In the 2015 survey, this number was 46%. It is with that reality in mind, that it was decided to move to a modified Sunday service, which is operating from 7:30 AM to 10:30 PM, rather than the 8:30 AM to 8:30 PM span that would normally be operated on Sundays.

Stop-Level Boarding Analysis

Staff has been researching the change in boarding activity between last year and this year between the end of March and late April with respect to high-volume stop locations. This provides some insight into who might be using those stops and possibly the purpose of their trip making. As can be seen in Figure 7, the majority of highest stop locations in 2019 for regular service were associated with University and LCC students. In contrast, the highest used March-April 2020 stop locations are primarily in the northwest and western side of Eugene, River Road, and parts of Springfield. Several of these stops are associated with shopping-related trip making (for example, Wagner East of Cubit is the stop associated with Winco).

Note that several of the stops associated with shopping are on both lists and represent stops on the West Eugene EmX line. There is also a correlation between the 2020 stop locations and lower income concentrations of population. LCC and UO have made up 50% of overall ridership in the past, but large parts of LTD's approximately 10% ridership decline are related to UO and LCC ridership as well as the rest of the community. A specific example of this - the 79X used to be a large contributor to student ridership. There has been a significant reduction in the demand for that service due to with the students moving closer to the University in response to the increase in housing adjacent to campus.

For March 30 through April 24, 2020, the top EmX station in terms of average weekday boardings during that period was the Commerce Station Outbound, having approximately 246 boardings on an average weekday. Using Figure 8, you can see that, for the same period in 2019, that stop was experiencing 678 average weekday boardings. In addition, you can look at the table showing the 2019 top 10 EmX stops and see that the Commerce Station Outbound was ranked number 3 in 2019.

Trends in RideSource Operations

On March 16, consistent with LTD's fixed-route service, RideSource switched to urgent and essential trips only. When Sunday service on fixed-route was stopped, RideSource stopped providing non-life sustaining ADA trips on Sundays. Medicaid trips or life sustaining trips are available through LTD's external providers at all times. Data has been gathered on LTD's RideSource operations during this time period. Governor Brown lifted the order which had delayed non-urgent procedures at medical facilities beginning on May 1, 2020. LTD continues to urge fixed-route and paratransit riders to avoid travel on public transit unless there is an urgent and essential need. Paratransit riders are allowed to self-select whether a trip is considered urgent and essential.

Figures 5 and 6 provide an overview of the RideSource Call Center Activity and RideSource Trips by Date and Program for the period April 20 through May 20. This data continues to show a lower ridership for the service, though an increasing trend since the May 1 action by the Governor, and as Lane County's Blueprint For Reopening has progressed.

Safe Operations for Essential Trips

Ridership productivity is not the goal at this time. This is true for two reasons; first, we need to make sure that we are providing a 'useful' level of service - one that meets the demands we are observing during this period; and second, we need to run enough frequency to avoid too many people on a bus at one time. LTD began managing loads on April 4. Currently, LTD is limiting 40 foot buses to 20 passengers and 60 foot buses to 30 passengers. In addition, on April 9, LTD began requiring that all passengers wear masks (i.e., masks, bandanas, scarves) while on LTD property or vehicles. This can be characterized as a "Public Health First" approach to service deployment - safely operate the minimum level of service that can be provided for essential trip making in the region.

Ridership levels will continue to be monitored closely as conditions change. A report on both ridership activity and operational activities will be provided at each of the board's meetings during this period.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: N/A

SUPPORTING DOCUMENTATION:

Figure 1 - Summary of Boarding Activity through 5-29-2020

Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) through 5-29-2020

Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) through 5-29-2020

Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 5-29-2020

Figure 5 - RideSource Total Call Volume through 5-26-2020

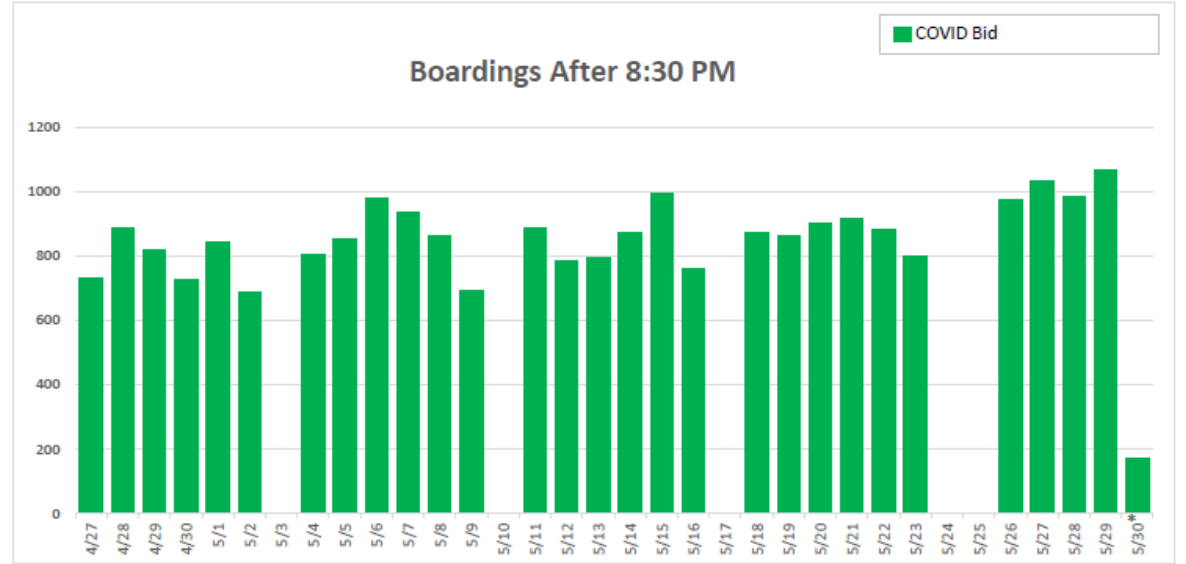
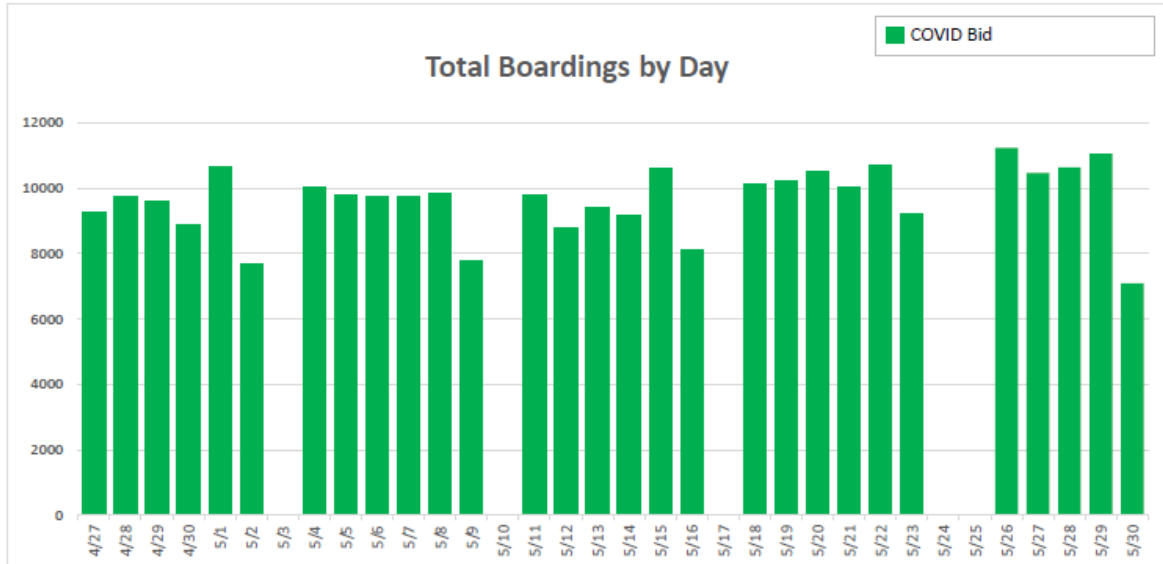
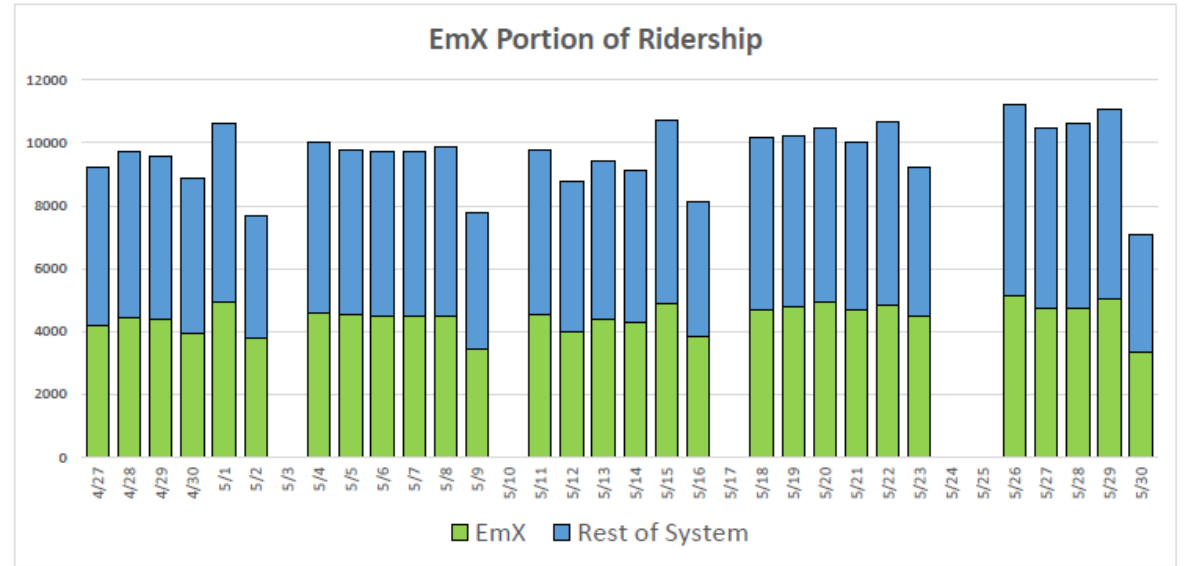
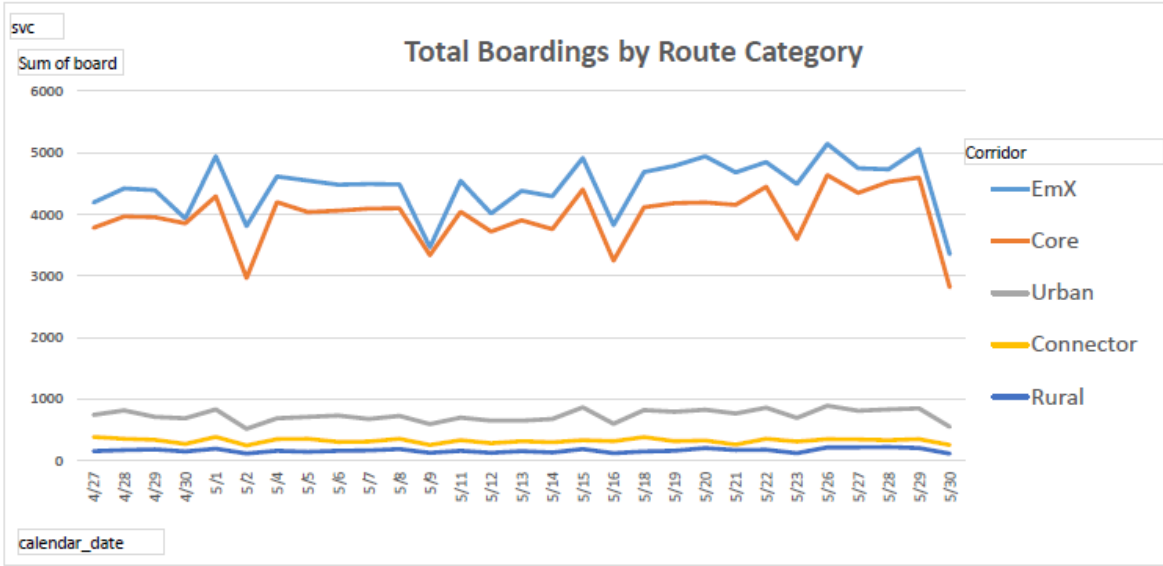
Figure 6 - RideSource Trips by Type through 5-26-2020

Figure 7 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 Regular Service Stops

Figure 8 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 EmX Stops

PROPOSED MOTION: N/A

Figure 1 - Summary of Boarding Activity Through 5-30-2020



*On May 30th, the City of Eugene imposed a 9:00 PM curfew in response to protest activity in the downtown area. LTD ended service system-wide at that time to support the curfew. This resulted in lower than normal PM boardings.

Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 5-30-2020

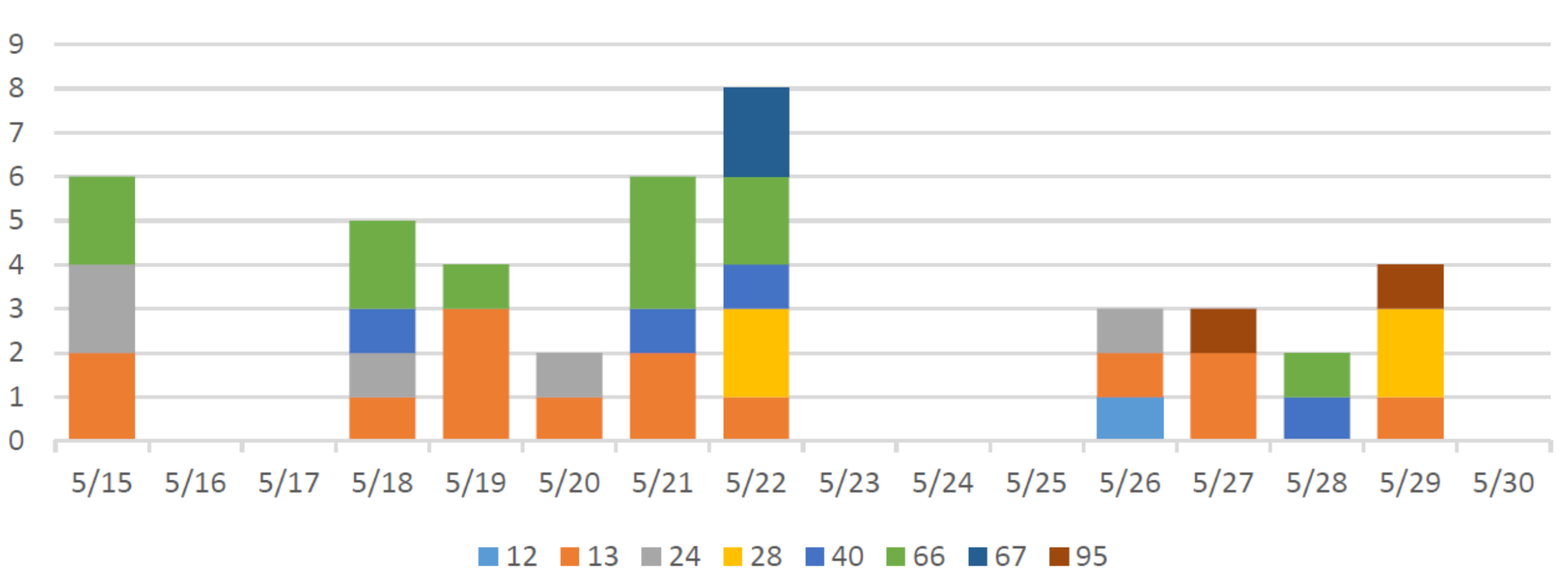
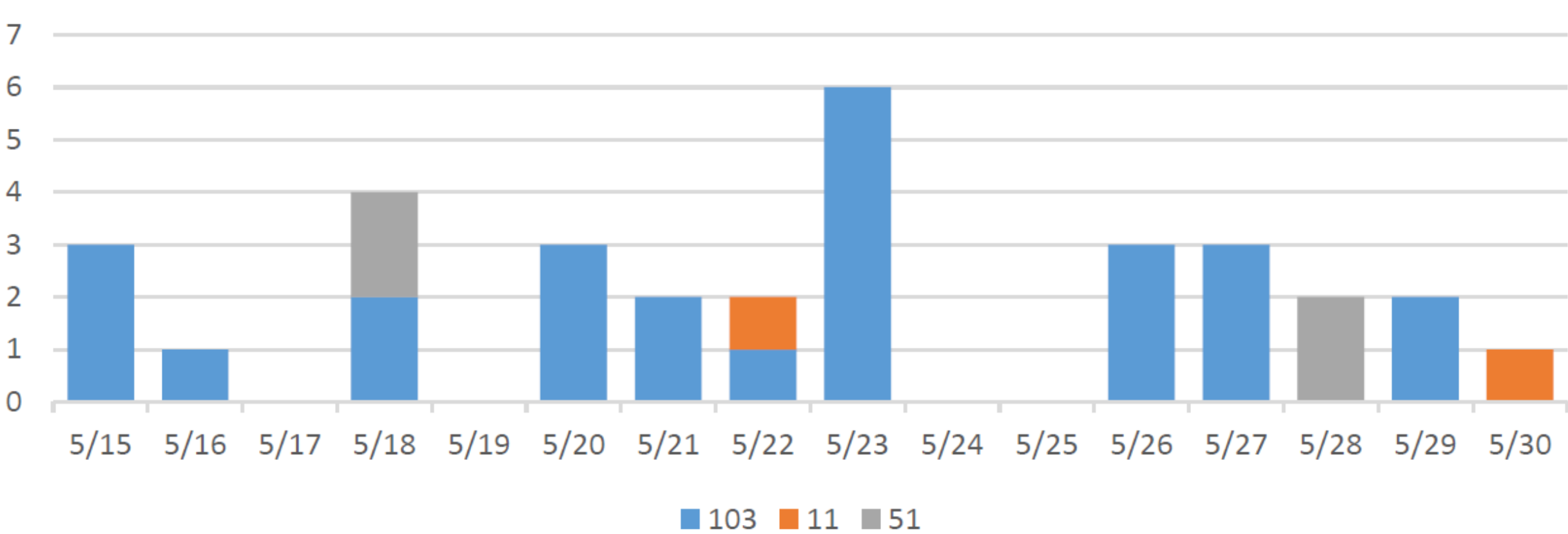
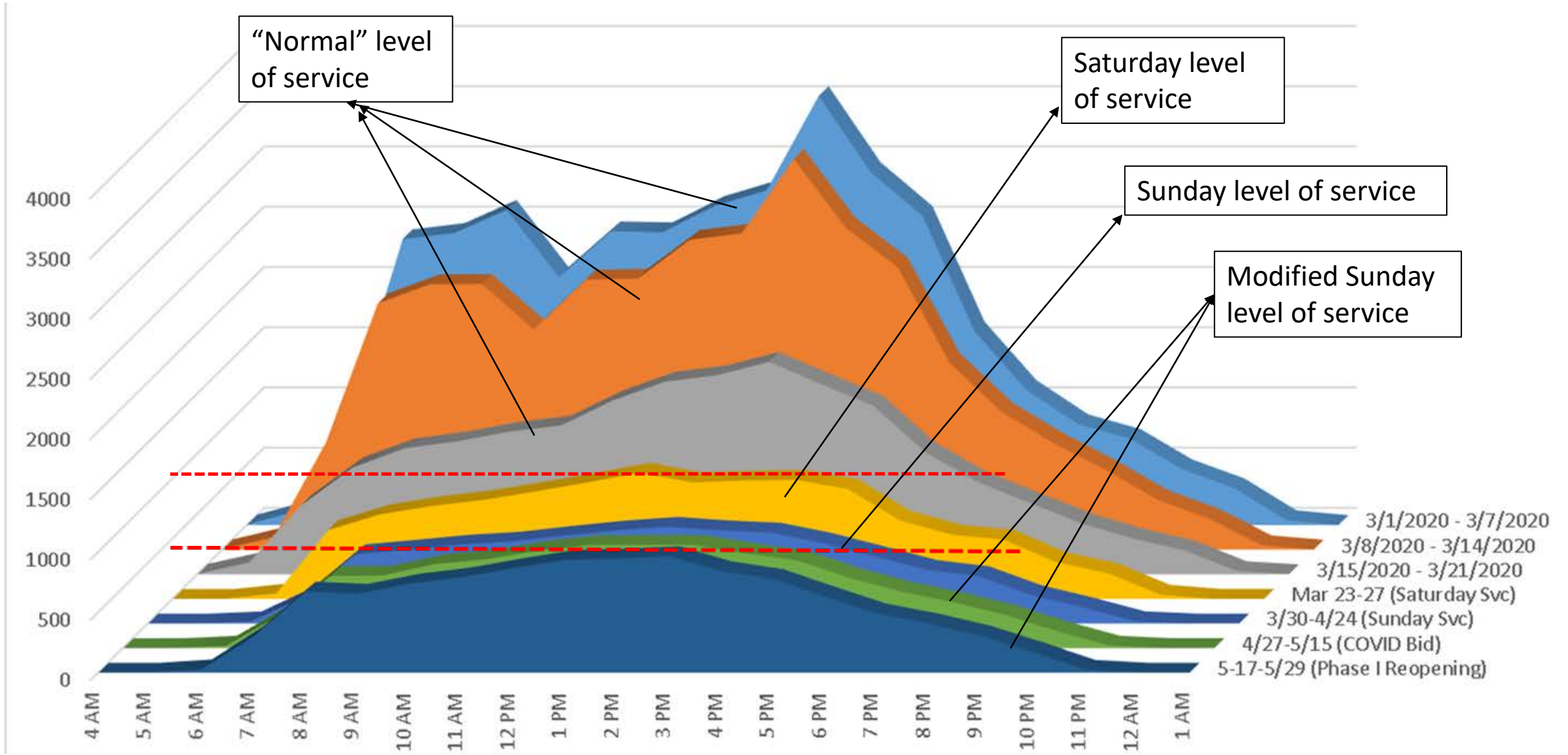


Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 5-30-2020



Packet Addition: May 18, 2020

Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 5-29-2020



Packet Addition:

Figure 5 – RideSource Total Call Volume through 5-29-2020

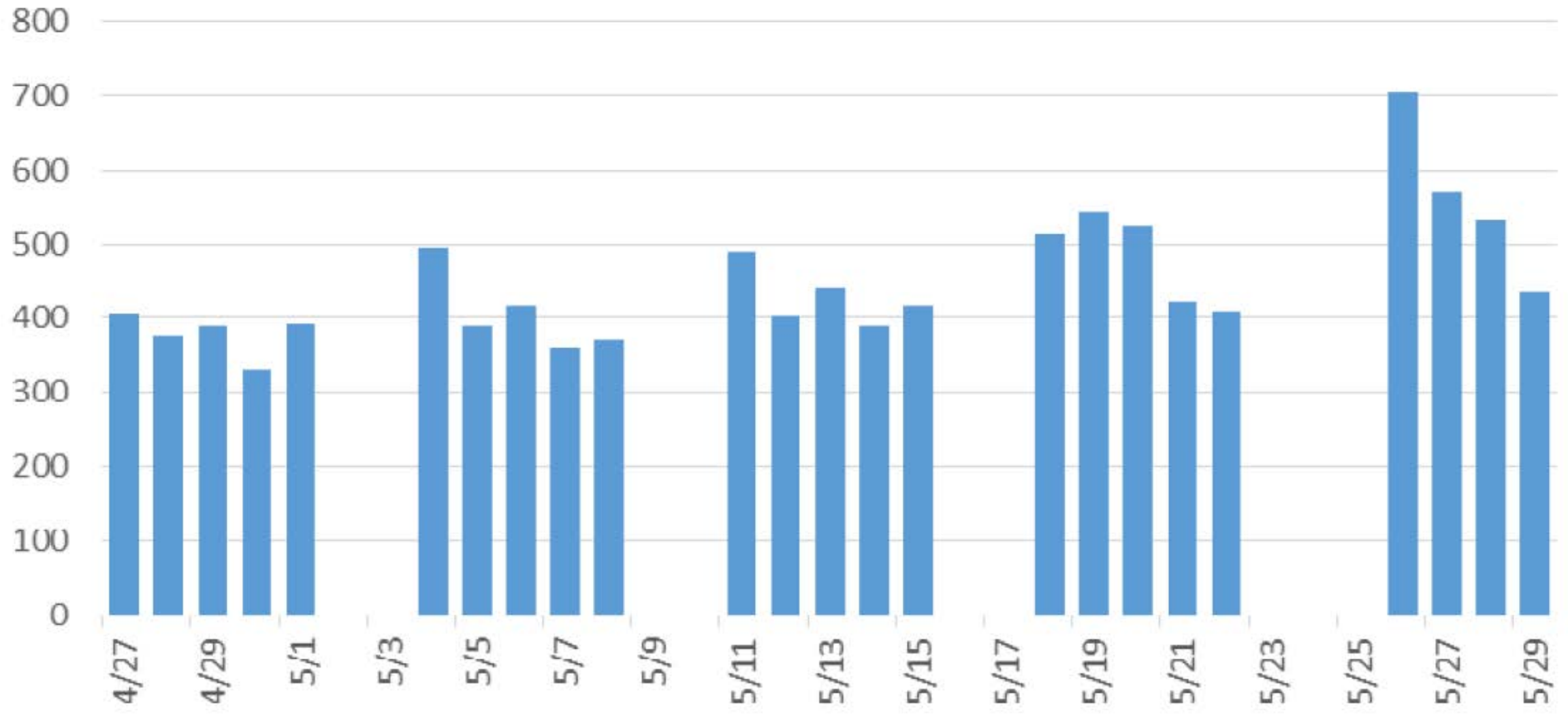


Figure 6 – RideSource Trips by Type through 5-31-2020

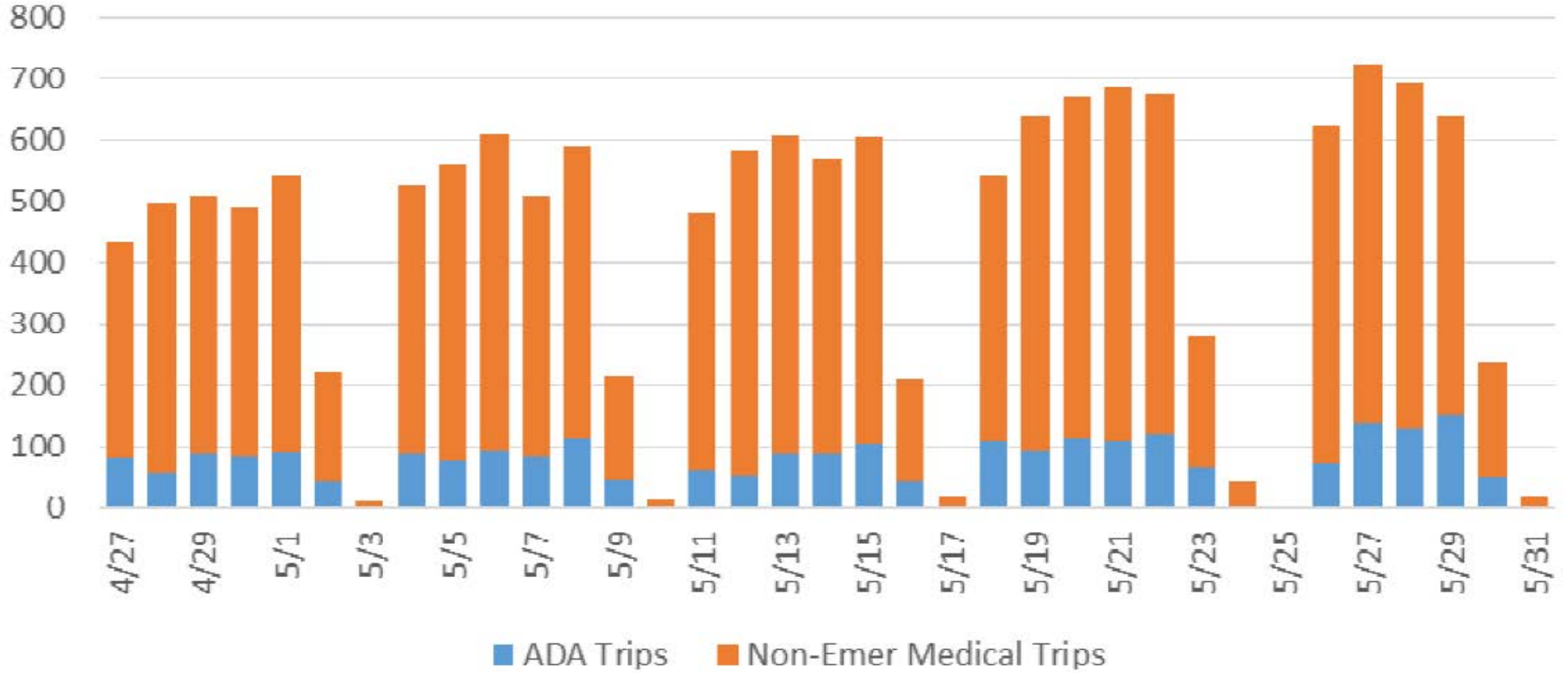
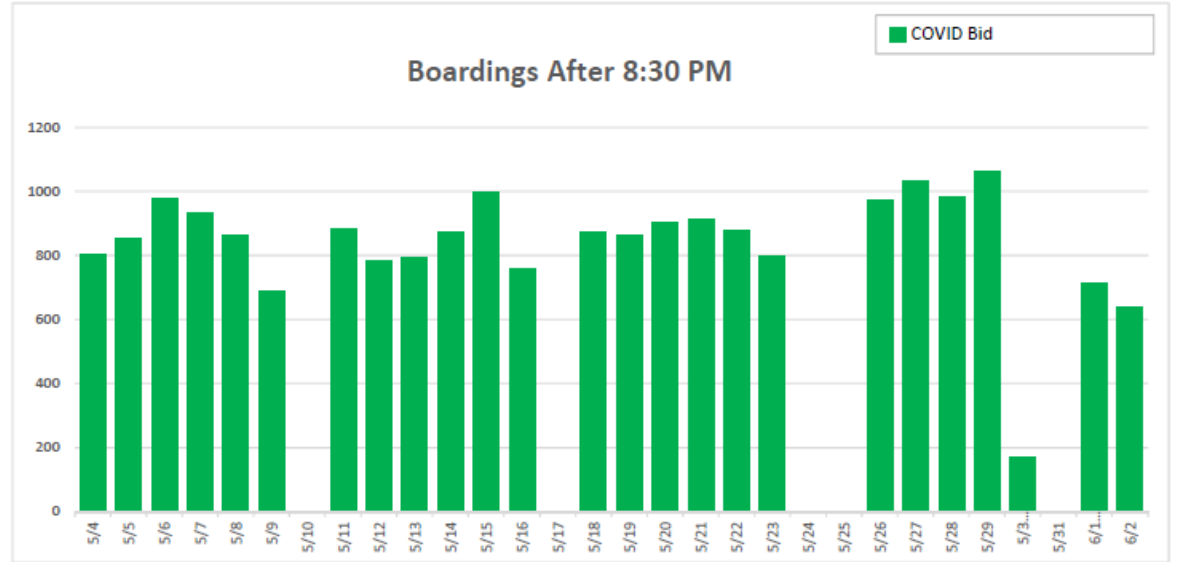
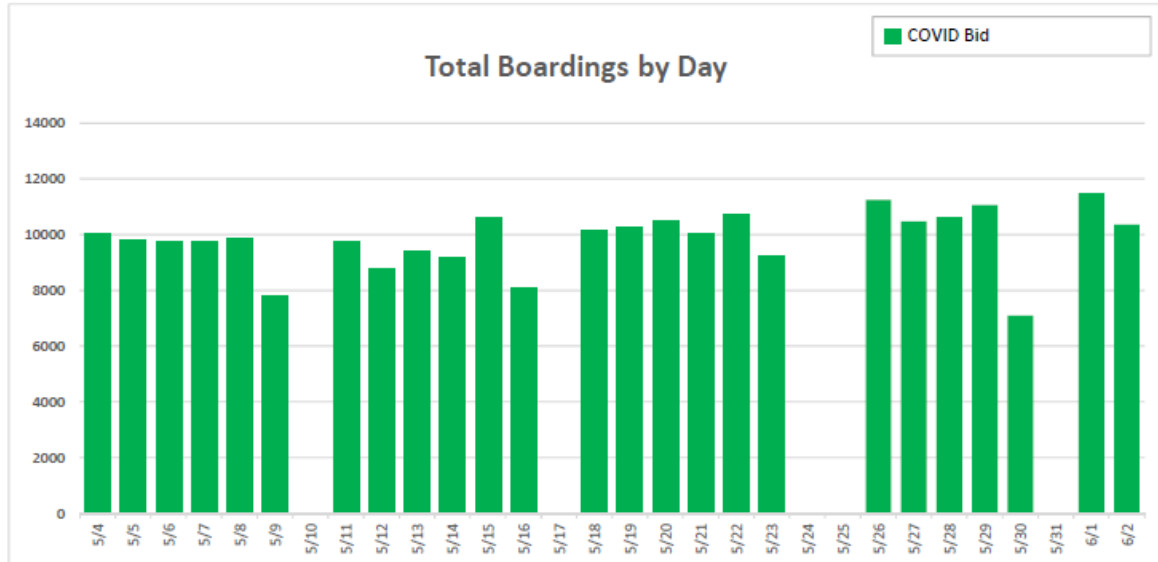
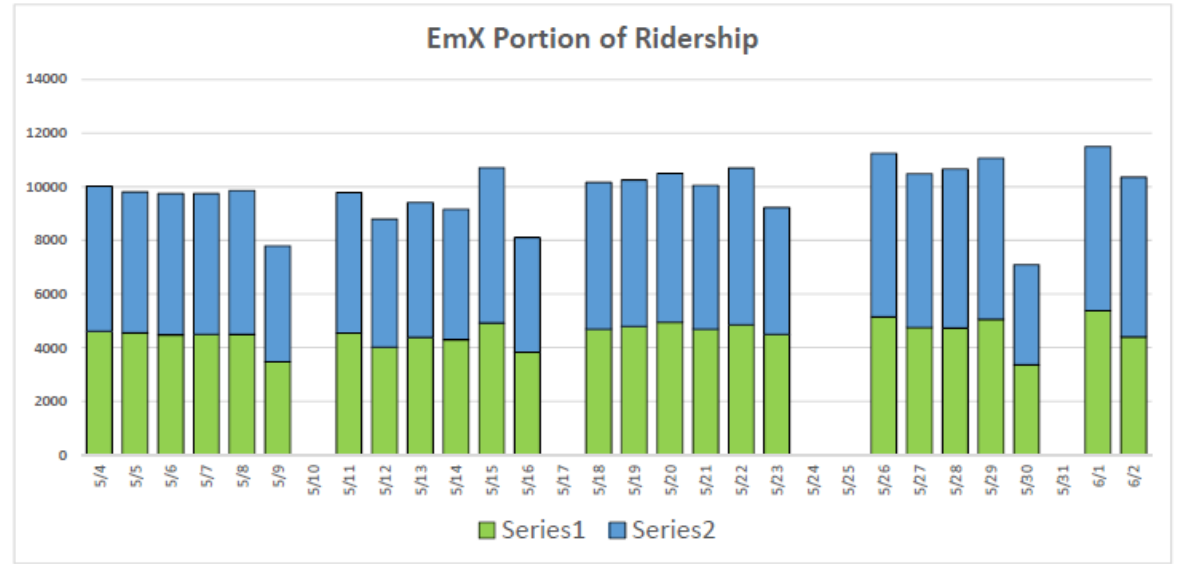
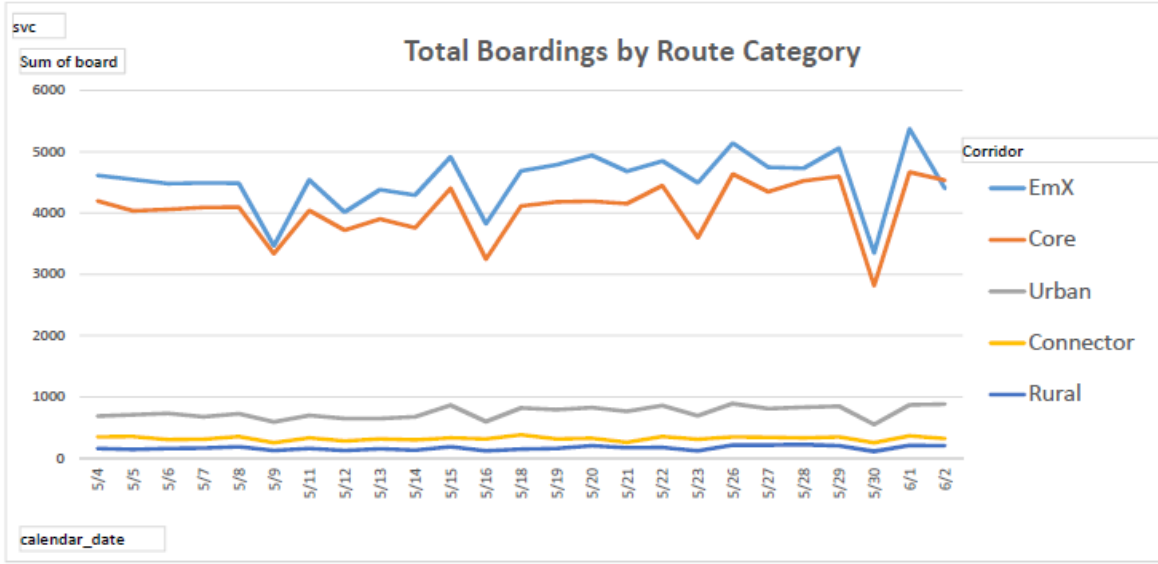


Figure 1 - Summary of Boarding Activity Through 5-30-2020



* Due to protest activity, the City of Eugene imposed a 9:00 PM curfew. LTD ended service District-wide in support of the curfew, resulting in lower evening ridership.

** City of Eugene imposed a 10:00 PM curfew. LTD ended service at that time.

Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 5-30-2020

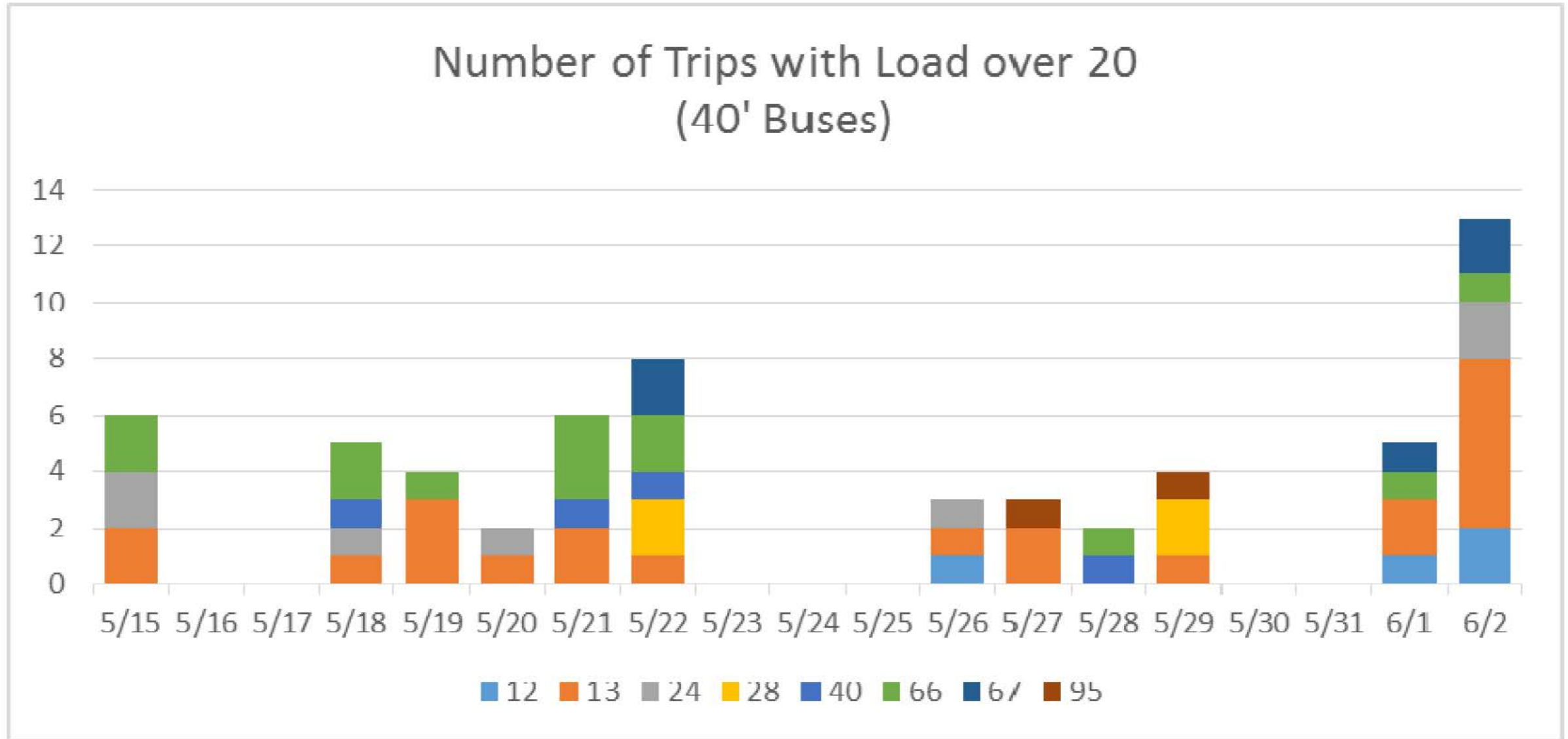


Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 5-30-2020

Number of Trips with Loads Over 30 (60' Buses)

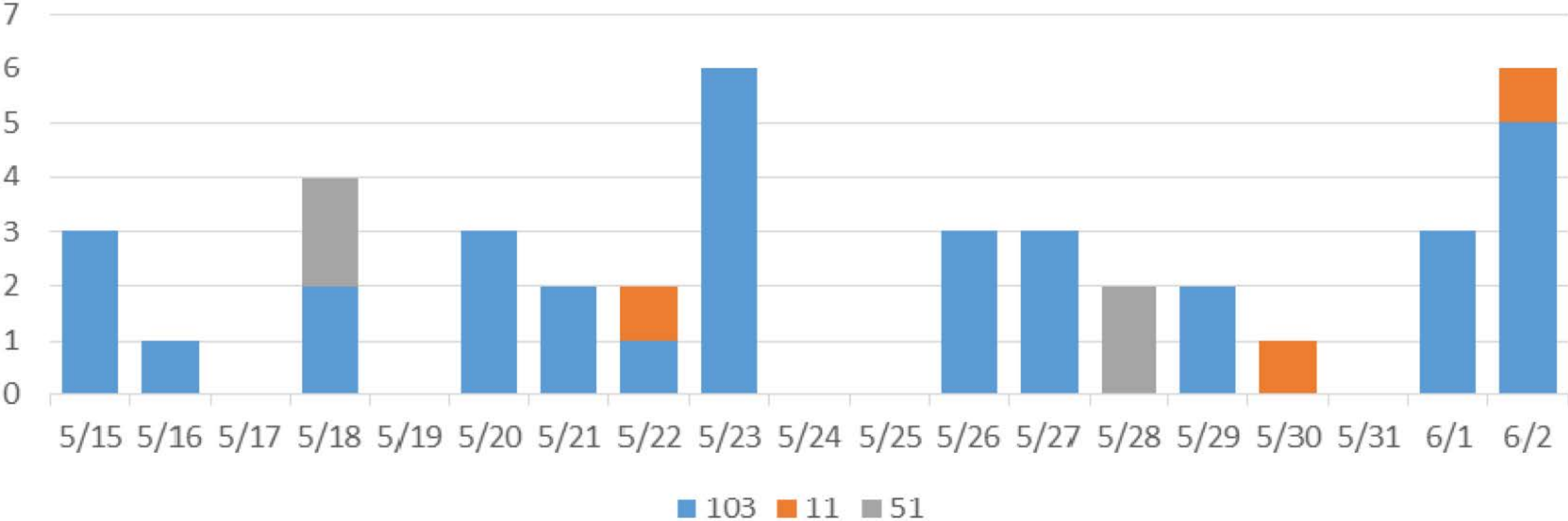
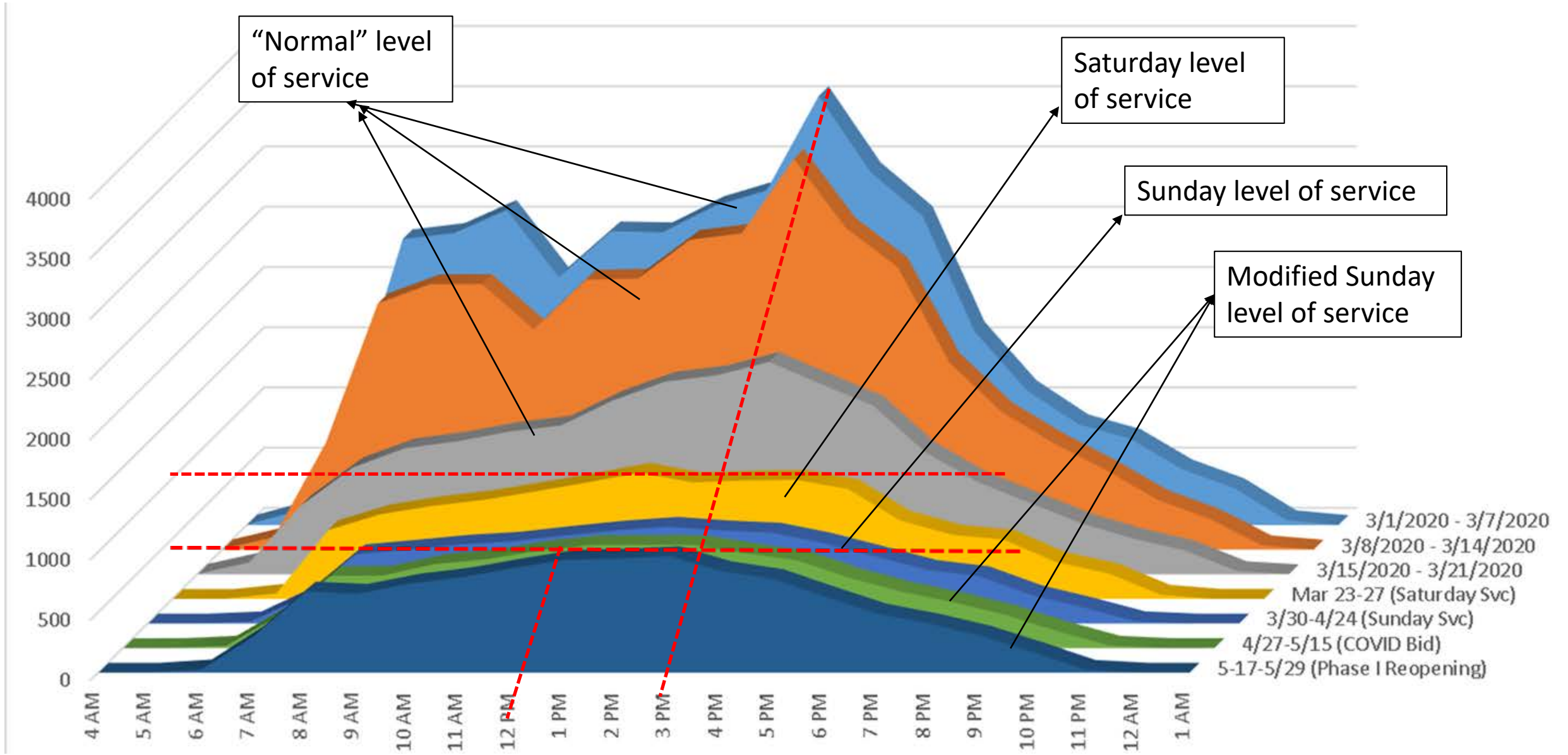


Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 5-29-2020



Packet Addition:

Figure 5 – RideSource Total Call Volume through 5-29-2020

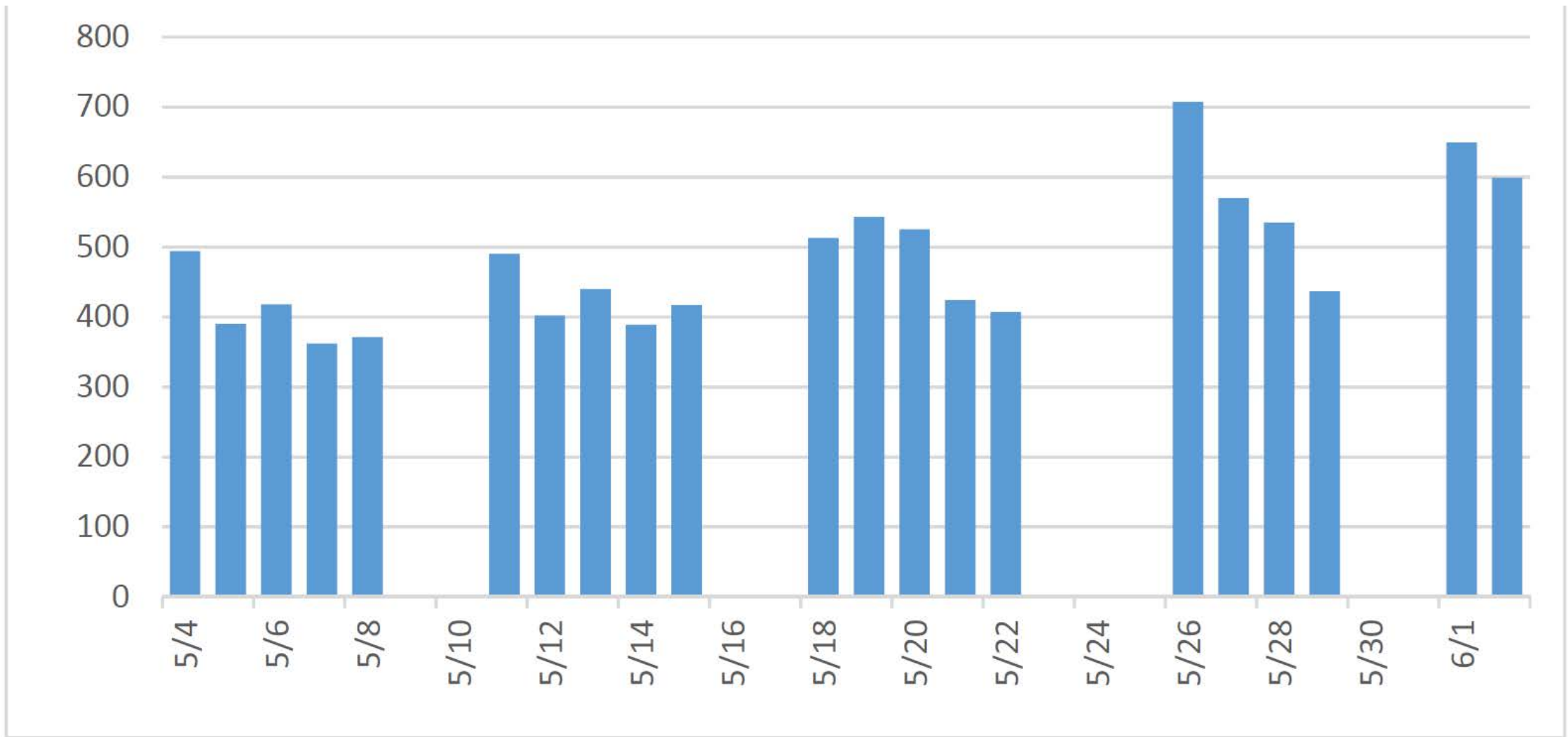
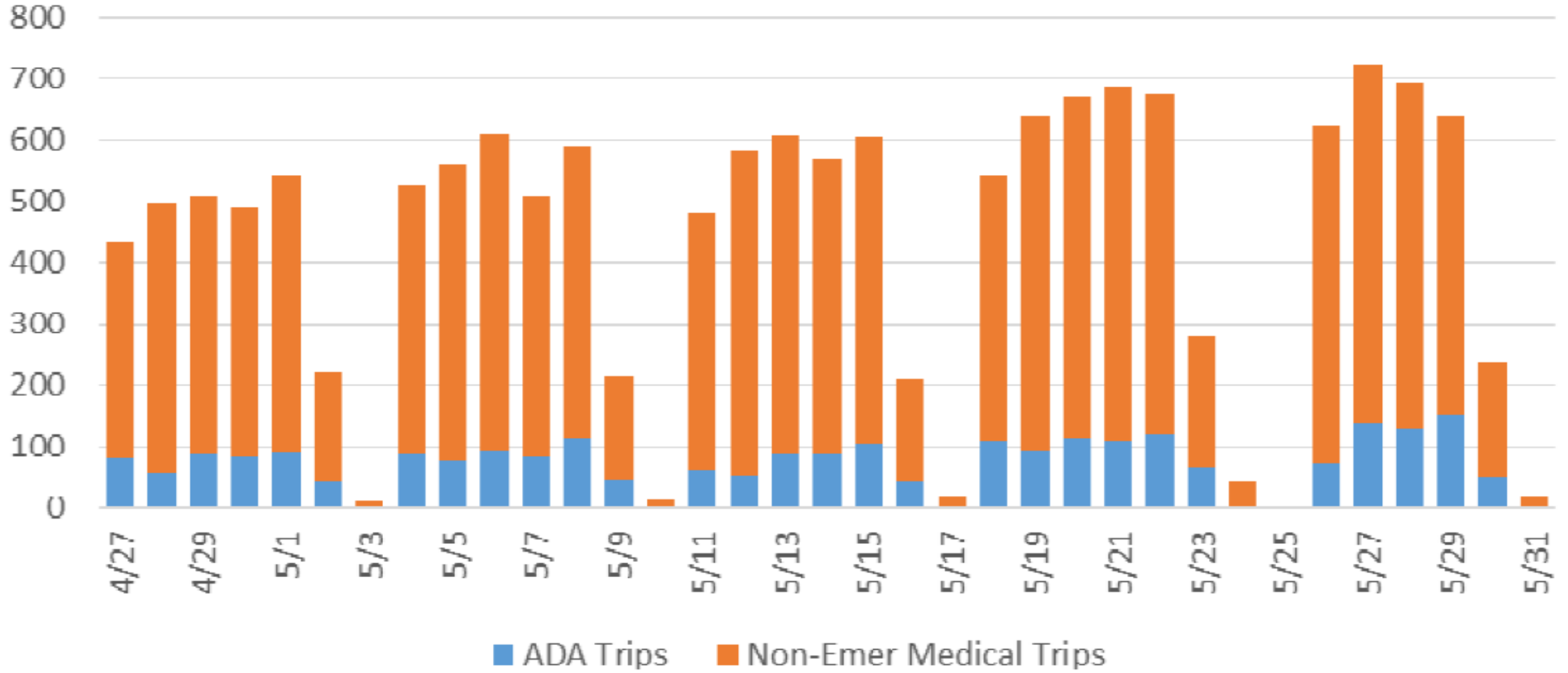


Figure 6 – RideSource Trips by Type through 5-31-2020



**Figure 7 – Comparison of Average Weekday Boarding Activity
2019 & 2020 Top 10 Regular Service Stops**

Average Weekday Boardings March 30 through April 24, 2020 (20 weekdays)					Average Weekday Boardings March 30 through April 24, 2020 (20 weekdays)				
2020 Top 10	Stop	Stop Name	Average Weekday Boardings 2020 by Stop	Average Weekday Boardings 2019 by Stop	2019 Top 10	Stop	Stop Name	Average Weekday Boardings 2019 by Stop	Average Weekday Boardings 2020 by Stop
1	2095	S/S of Wagner E of Cubit	66.0	194.0	1	2303	LCC Station Bay C	575.2	28.8
2	19	N/S of Main W of 58th	62.2	186.3	2	1560	University of Oregon Station - Bay F	541.0	27.1
3	964	W/S of Hwy 99 N of Side	54.6	69.0	3	1550	University of Oregon Station - South	418.1	20.9
4	1897	S/S of 11th W of Commerce (Walmart)	50.7	151.7	4	542	N/S of MLK Blvd W of Kinsrow	300.9	15.0
5	61	N/S of Olympic E of 18th	42.8	116.5	5	2095	S/S of Wagner E of Cubit	194.0	9.7
6	707	(RRS) E/S River Rd N of River Ave (NE)	37.8	178.3	6	19	N/S of Main W of 58th	186.3	9.3
7	1961	E/S of Garfield N of 10th	33.8	71.2	7	2302	LCC Station Bay B	186.1	9.3
8	14	W/S of 69th N of Main St	32.6	114.8	8	2097	N/S of 11th W of Commerce (Target)	184.0	9.2
9	963	W/S of Hwy 99 S of Royal	32.1	66.7	9	707	(RRS) E/S River Rd N of River Ave (NE)	178.3	8.9
10	1508	Gateway Sta.-Bay B (to ES)	31.4	161.8	10	564	W/S of Coburg N of Cal Young	163.0	8.1
Yellow		Represents a Top 10 Stop							
***		Eugene Station and Springfield Station stops not included							

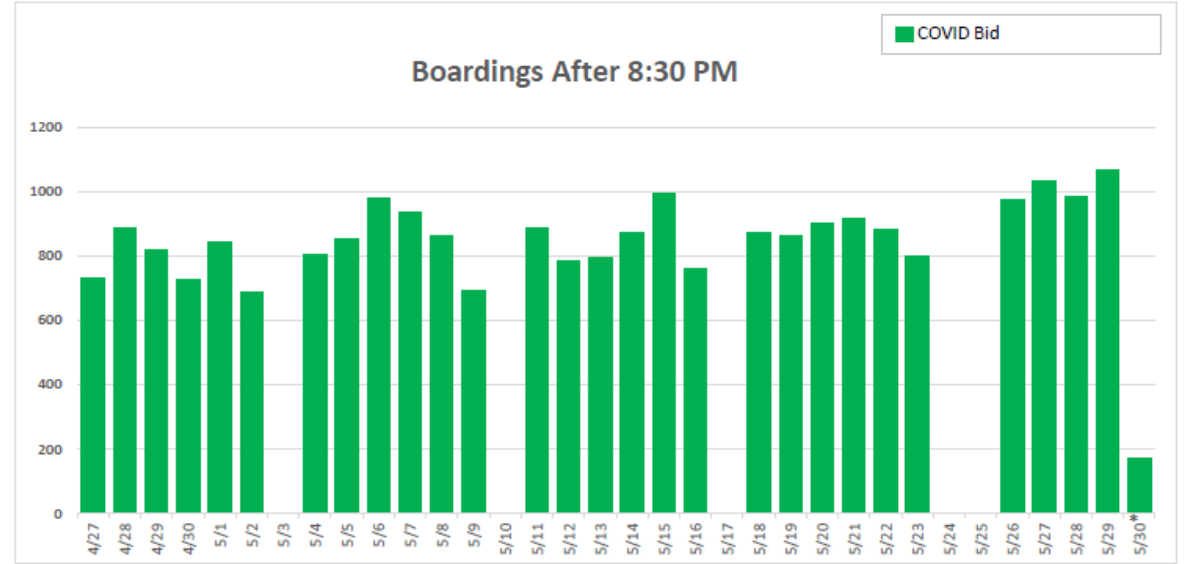
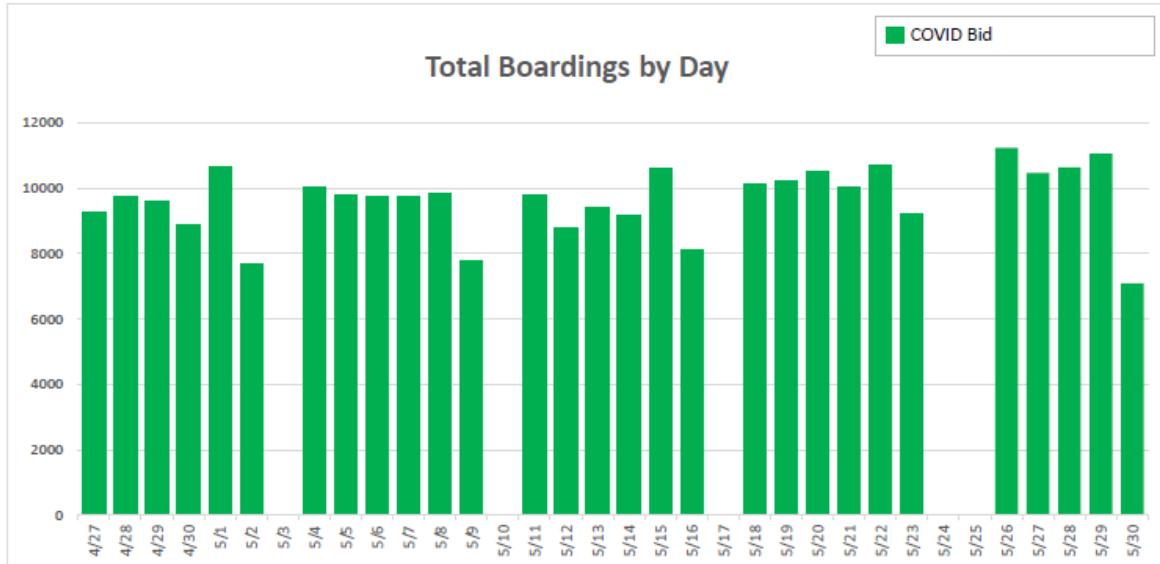
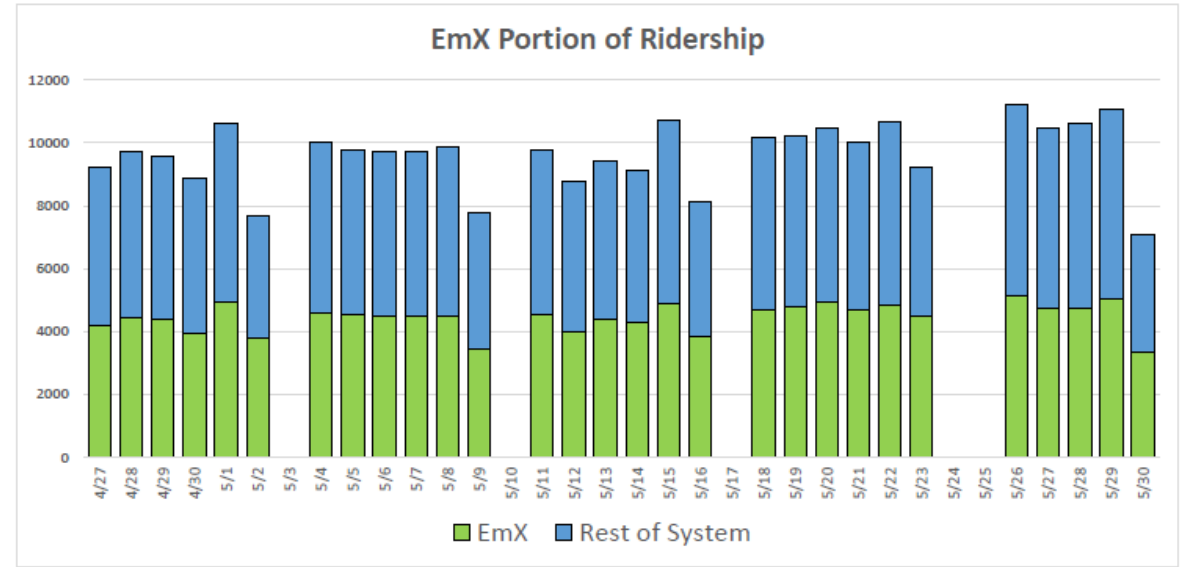
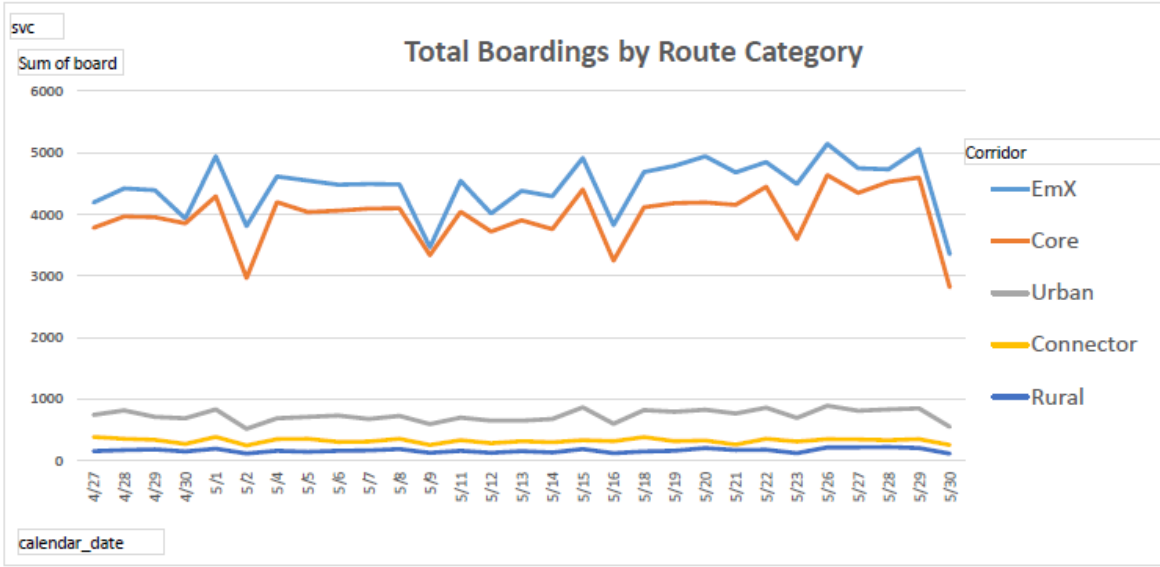
**Figure 8 – Comparison of Average Weekday Boarding Activity
2019 & 2020 Top 10 EmX Stops**

Average Weekday Boardings) March 30 through April 24, 2020 (20 weekdays)					Average Weekday Boardings April 1 through April 26, 2019 (20 weekdays)				
2020 Top 10	Stop	Stop Name	Average Weekday Boardings 2020 by Stop	Average Weekday Boardings 2019 by Stop	2019 Top 10	Stop	Stop Name	Average Weekday Boardings 2019 by Stop	Average Weekday Boardings 2020 by Stop
1	9961	Commerce Station Outbound	245.7	678.0	1	9966	EmX Walnut Station Inbound	762.3	50.9
2	9953	Seneca Station Outbound	125.6	374.9	2	9964	EmX Dads' Gates Station Inbound	704.0	21.1
3	9940	Monroe/7th Station Outbound	90.0	356.6	3	9961	Commerce Station Outbound	678.0	245.7
4	9939	Monroe/6th Station Inbound	89.1	217.7	4	9965	EmX Agate Station Inbound	663.7	30.0
5	9948	Garfield/10th Station Outbound	80.2	245.1	5	9903	EmX Dads' Gates Station Outbound	579.1	22.1
6	9947	Garfield/11th Station Inbound	74.4	165.6	6	9902	EmX Hilyard Station Outbound	476.2	44.6
7	9938	Charnelton Station Inbound	65.1	210.3	7	9953	Seneca Station Outbound	374.9	125.6
8	9951	Oak Patch Station Outbound	52.4	249.6	8	9940	Monroe/7th Station Outbound	356.6	90.0
9	9963	EmX Hilyard Station Inbound	52.0	292.9	9	9904	EmX Agate Station Outbound	341.0	16.4
10	9966	EmX Walnut Station Inbound	50.9	762.3	10	9963	EmX Hilyard Station Inbound	292.9	52.0
Green	Represents a Top 10 Stop								
***	Eugene Station and Springfield Station stops not included								



Packet Addition: May 18, 2020

Figure 1 - Summary of Boarding Activity Through 5-30-2020



*On May 30th, the City of Eugene imposed a 9:00 PM curfew in response to protest activity in the downtown area. LTD ended service system-wide at that time to support the curfew. This resulted in lower than normal PM boardings.

Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 5-30-2020

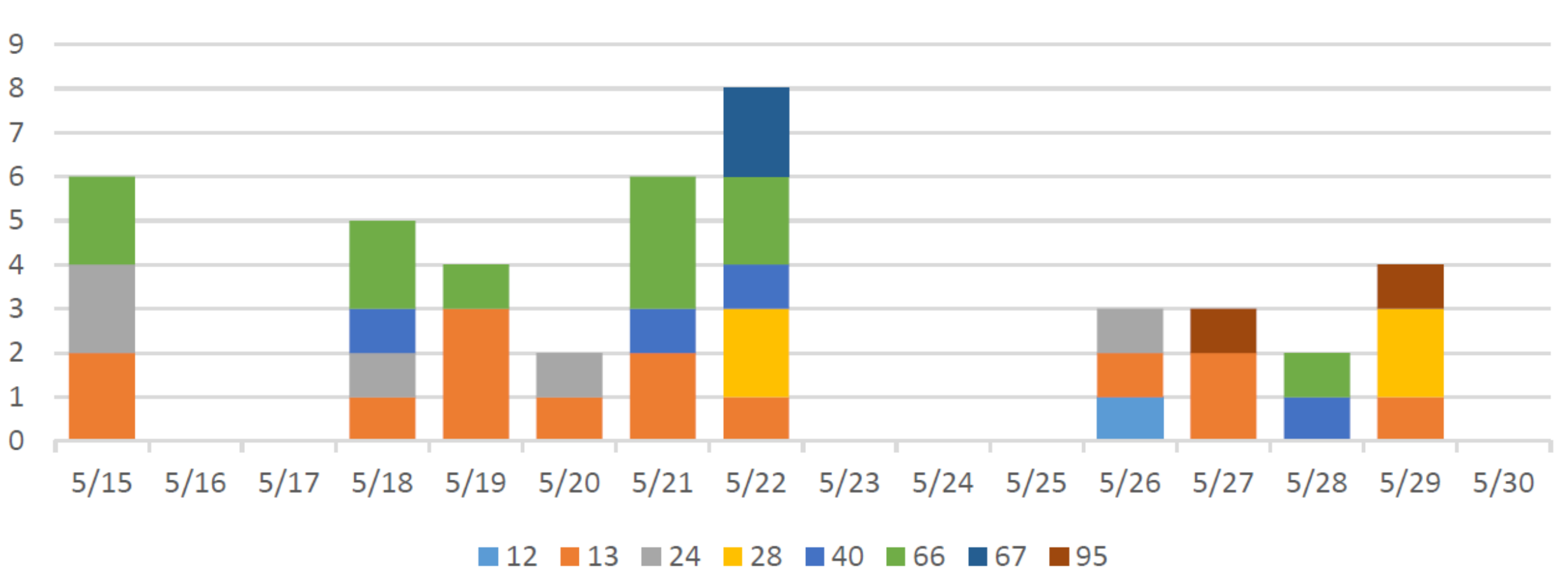
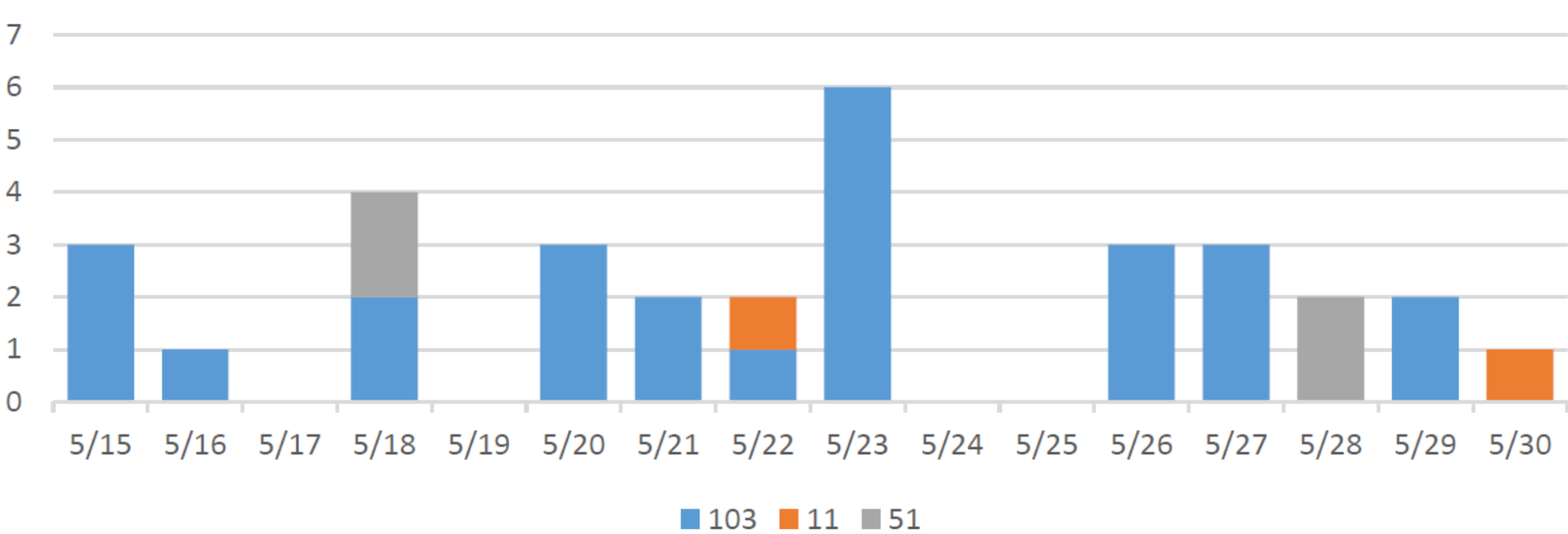
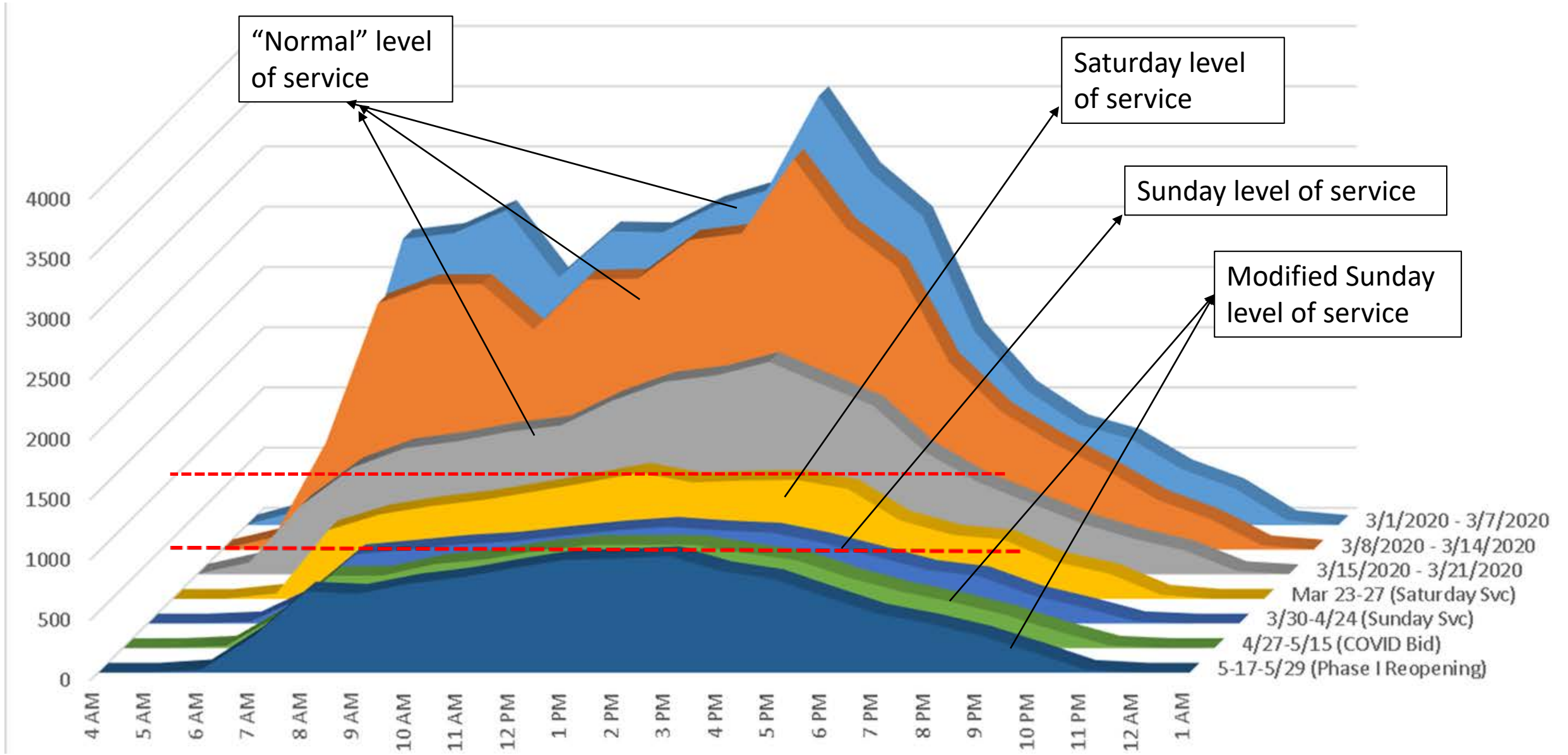


Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 5-30-2020



Packet Addition: May 18, 2020

Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 5-29-2020



Packet Addition:

Figure 5 – RideSource Total Call Volume through 5-29-2020

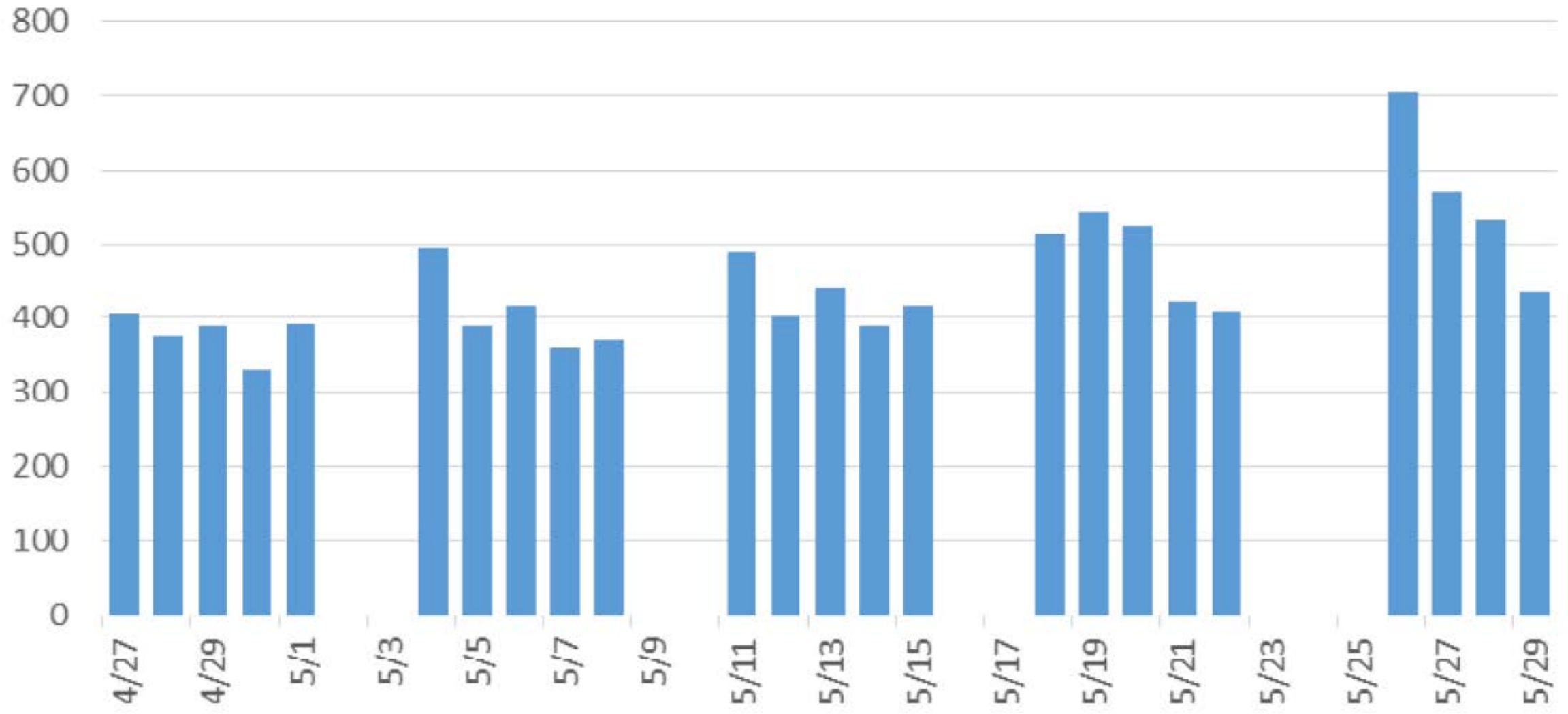
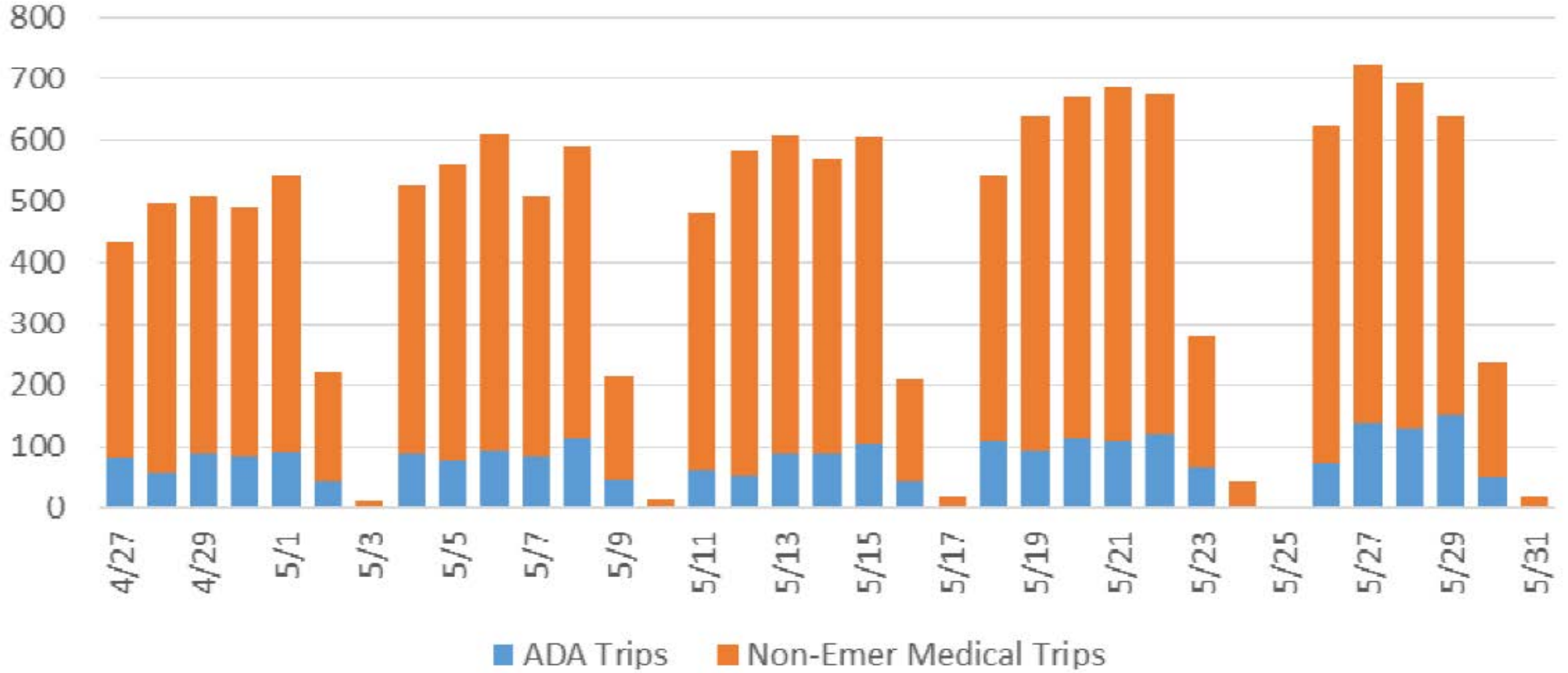


Figure 6 – RideSource Trips by Type through 5-31-2020



**Figure 7 – Comparison of Average Weekday Boarding Activity
2019 & 2020 Top 10 Regular Service Stops**

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