



Lane Transit District System Review

Existing Conditions Report

March 2024

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NYGAARD



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1 INTRODUCTION

About this report

This report serves as the foundation of the LTD system review process and informs recommendations in the future. To assess the effectiveness of existing services, this report analyzes the strengths and opportunities of each route and the existing network as a whole. The route analysis is based on a number of factors, including service characteristics, ridership volumes and patterns, productivity, and service issues. Each route evaluation includes route strengths and opportunities that will provide the basis for the development of service improvements.

As the first deliverable of the LTD System Review, this report assesses the existing LTD service and the environment in which it operates. This report will serve as the foundation for the development of initial service alternatives. Topics by chapter are as follows:

Chapter	Title	What questions does the chapter answer?
1	Introduction	<ul style="list-style-type: none">▪ What is the purpose of this report?
2	LTD Document Review	<ul style="list-style-type: none">▪ What research compliments current efforts?▪ How is the region planning for future mobility goals?▪ What are LTD's long term goals?
3	Transit Demand Analysis	<ul style="list-style-type: none">▪ What conditions create demand for transit?▪ Where is transit demand located?
4	System Overview	<ul style="list-style-type: none">▪ When, where, and how frequently does the system currently run?▪ How has systemwide ridership changed since the onset of COVID-19?▪ How well does the system operate on-time?
5	Route Profiles	<ul style="list-style-type: none">▪ When, where, and how frequently does each route run?▪ How productive is each route?▪ When is ridership highest on each route?▪ What are each route's strengths and opportunities?

2 LTD DOCUMENT REVIEW

LTD and other regional partners are continually exploring ways to enhance and improve transportation and mobility services throughout Lane County. To provide a context for the LTD System Review, this chapter presents a summary of several of these recently completed planning studies as they relate to this project. This review is not an exhaustive review of all reports, plans or policies, which can be found on LTD's website (<https://www.ltd.org/projects-and-planning/>).

RideSource Service Review (in progress, 2023)

The *RideSource Service Review* will assess the ADA paratransit programs and processes to determine current strengths, weaknesses, potential improvement areas, and solutions for improving program quality, efficiency, and customer satisfaction. Of relevance to the study, the RideSource service operates within approximately 3/4 miles of LTD bus routes in the Eugene/Springfield metropolitan area and operates the same hours as the bus.

Mobility Management Strategy (2022-2024, in progress)

The focus of the *Mobility Management Strategy (MMS)* was to define LTD's role in supporting new (non-fixed route) transportation services and programs (e.g., shared mobility, carpool and vanpool services, trip planning services, integrated fare payment programs, TDM). Following a survey of transportation needs and gaps, the MMS identified a list of potential transportation programs and projects to implement in the short term.

MovingAhead City of Eugene Mobility Corridor Investments (2022)

MovingAhead is a partnership between the City of Eugene, LTD, and other regional partners. In 2022, MovingAhead collected input from the community to create Locally Preferred Alternatives (LPA) for five mobility corridors—Highway 99, River Road, 30th Avenue to Lane Community College via downtown, Coburg Road, and Martin Luther King Jr. Boulevard. The transportation investments outlined in the *MovingAhead* plan included bus stop consolidation, enhanced frequency, bus-only lanes, station shelters, higher capacity multi-door transit vehicles, and transit signal priority.

Strategic Business Plan for FY 2025-27 (2022)

LTD's *Strategic Business Plan* lists the priority goals and work plans for the next two years with five main strategy areas—customer satisfaction, employee involvement, community value, financial health, and sustainability. Within the customer satisfaction and community value areas, the Plan identified this system review as a direct initiative to guide transit planning and operations for FY 2025-27. It identified milestones for the review, including an assessment of current fixed-route service, mobilizing and deploying communications plan, re-engaging the Technical Advisory Committee, and developing a Public Involvement Plan.

Franklin Boulevard Corridor Project (in progress, 2023)

This *Franklin Boulevard Corridor Project* focuses on the primary arterial connecting downtown Eugene to the University of Oregon and Springfield—Franklin Boulevard from Alder Street to Interstate 5. The purpose of the project is to transform Franklin from an auto-focused state highway to a multimodal urban street, prioritizing safety for people walking, biking, and riding the bus. The project includes enhancements to bus rapid transit (BRT) and promoting transit-oriented development (TOD). The recommended alternative includes: two dedicated EmX lanes to accommodate planned bus frequency, and the integration of five roundabouts with exclusive bus lanes.

Main Street Safety Project (2022)

Springfield's Main Street is one of the most unsafe city streets in Oregon based on the severity and frequency of traffic crashes. The *Main Street Safety Project* aims to engage the community in identifying thoughtful and effective safety solutions on Main Street. In January 2022, the City released a Draft Main Street Facility Plan, outlining recommendations for raised medians, roundabouts, and upgraded street cross-sections spanning from 20th Street to 72nd Street. After receiving feedback about the Plan, Springfield City Council members adopted a resolution in June 2022 to not move forward with the Draft Facility Plan and instead directed the development of an alternative plan for safety improvements on Main Street based on feedback from community members. A new alternative is currently underway with the intention of better aligning with the specific needs and preferences of the community.

Long Range Transit Plan (2014)

The 2014 *Long Range Transit Plan (LRTP)* established a 20-year strategic framework for expanding the regional Frequent Transit Network (FTN), which connects areas associated with higher density development. This document contains specific goals, policies, and strategies that are directly relevant to the study, including expansion of BRT by prioritizing transit-related infrastructure investments along FTN corridors. Another relevant goal listed in the *LRTP* is public engagement with the regional community in LTD's short- and long-term planning processes.

3 TRANSIT DEMAND ANALYSIS

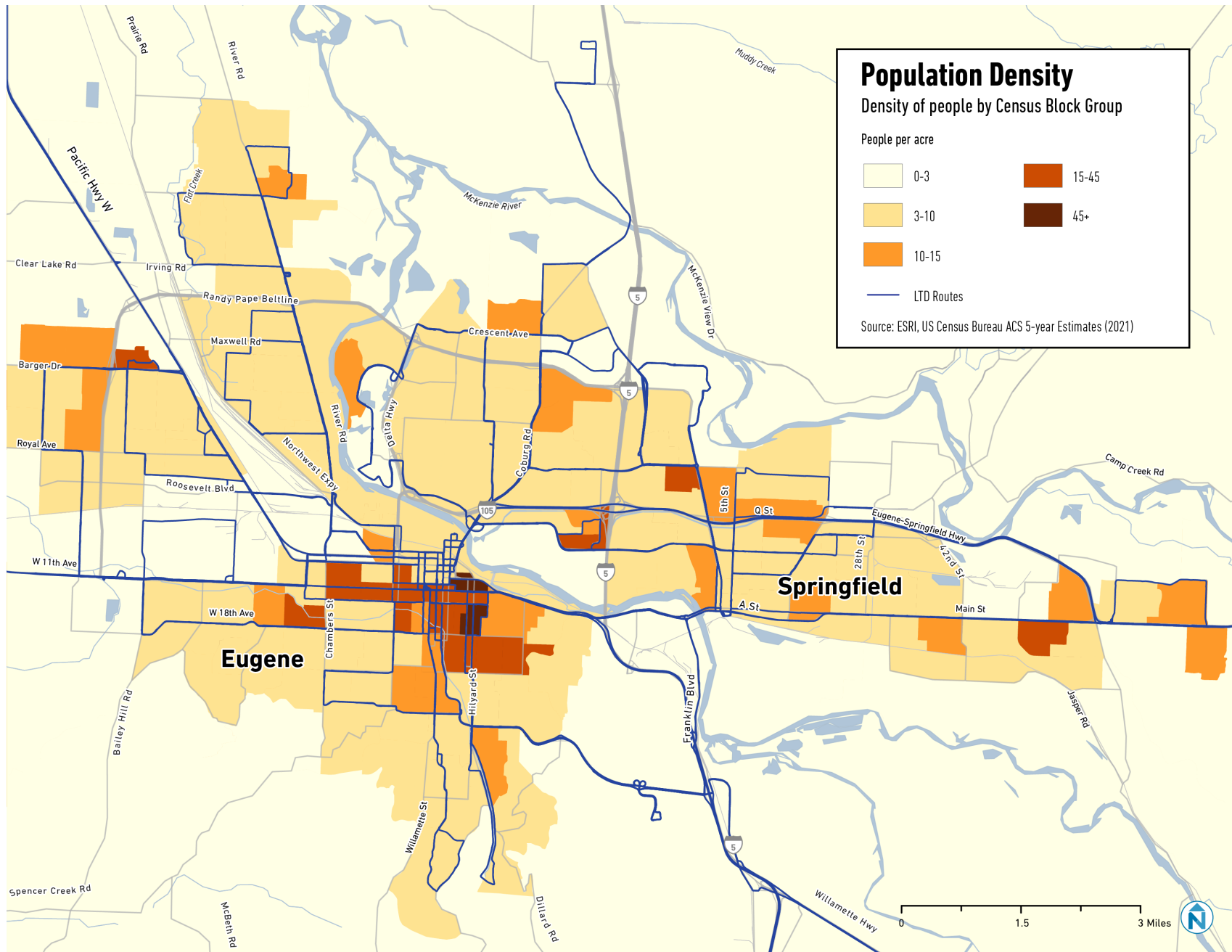
This chapter examines different demographic factors that have an impact on transit demand. It also analyzes employment data to determine areas where people might need transit service to get to work. Demographic data that can be correlated with school attendance was analyzed as well because there is a large student population attending the University of Oregon and Lane Community College. Analyzing this data allows for the identification of transit needs in the service area, which is presented towards the end of this chapter.

POPULATION

Population density is an important factor in determining how much demand there is for transit service. Higher density areas are more likely to have productive transit service while also having the infrastructure necessary (e.g., sidewalks, crosswalks) to make it easy to access transit. Lower density areas are typically more challenging to serve with transit and tend to be more auto-oriented.

Based on the most recent Census data (Figure 4-1), downtown Eugene and the area around the University of Oregon campus have the highest population density. Other pockets of notably high population density include the neighborhoods northwest of downtown Springfield along Pioneer Parkway, the Main Street corridor the Thurston neighborhood of Springfield, just east of Autzen Stadium along Garden Way and Commons Drive in Eugene, West Eugene, and in the Bethel-Danebo neighborhood in NW Eugene.

Figure 3-1 Population Density



DEMOGRAPHIC AND SOCIOECONOMIC CHARACTERISTICS

Certain demographic and socioeconomic characteristics can also indicate how likely an individual, household, or community are to take transit. Utilizing the latest American Community Survey (ACS) data, characteristics that were examined and visualized include:

Older adults, defined as 65 years or older (Figure 4-2) – As people age, they often cannot or choose not to drive. Having access to transit can allow seniors to be mobile even if they no longer drive. While seniors typically are not a significant market for fixed route service, they can represent potential riders for paratransit service. Seniors are spread throughout Eugene and Springfield.

Young adults, defined as 18 to 25 years old (Figure 4-3) – Young adults are more likely to not have a driver's license or own a personal vehicle, particularly if they are college students. Transit access helps this group get to/from school or employment. Not surprisingly, the largest concentration of young adults is near the University of Oregon campus between downtown Eugene and the main campus.

People with disabilities (Figure 4-4) – People with disabilities are less likely to be able to drive, and thus more likely to use transit. Depending on an individual's specific disability, they may be able to use fixed route service, otherwise, they may qualify to use paratransit service. Areas with a high concentration of people with disabilities include the areas around the University of Oregon as well as along Pioneer Parkway, Main Street, and Pacific Highway W in Springfield.

Low-income households (Figure 4-5) – Income is closely tied to the likelihood of a household having a vehicle available. When defining low-income as earning 200% or less of the federal poverty level (equating to a household income of roughly \$30,000 per year), the largest concentrations of low-income individuals is in downtown Eugene, around the University of Oregon campus, and in the Gateway neighborhood of Springfield.

Household vehicle ownership (Figure 4-6) – Households with zero vehicles are dependent on transit service to meet their travel needs. Vehicle ownership throughout most of Eugene and Springfield is quite high. The largest concentration of households without a vehicle is near the University of Oregon, which is consistent with the low-income household data. Pockets of high zero-car households are also located along Main Street in Springfield and Pacific Highway 99 in Eugene.

People of color (Figure 4-7) – Non-white individuals are classified as people of color. Traditionally, people of color have a higher likelihood to use transit. People of color are dispersed throughout Eugene and Springfield but the highest concentration is near the University of Oregon.

Figure 3-2 Older Adults Density

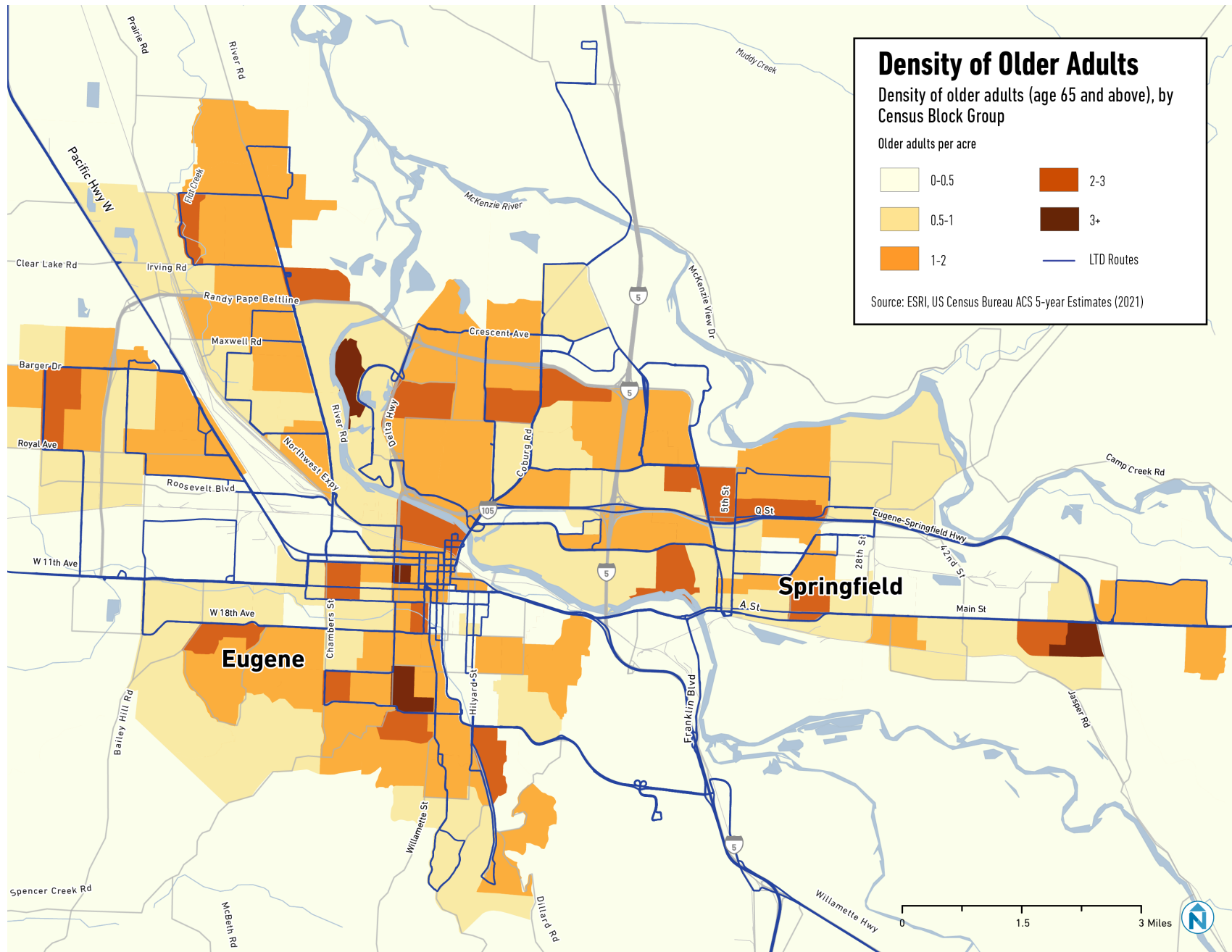


Figure 3-3 Young Adult Density

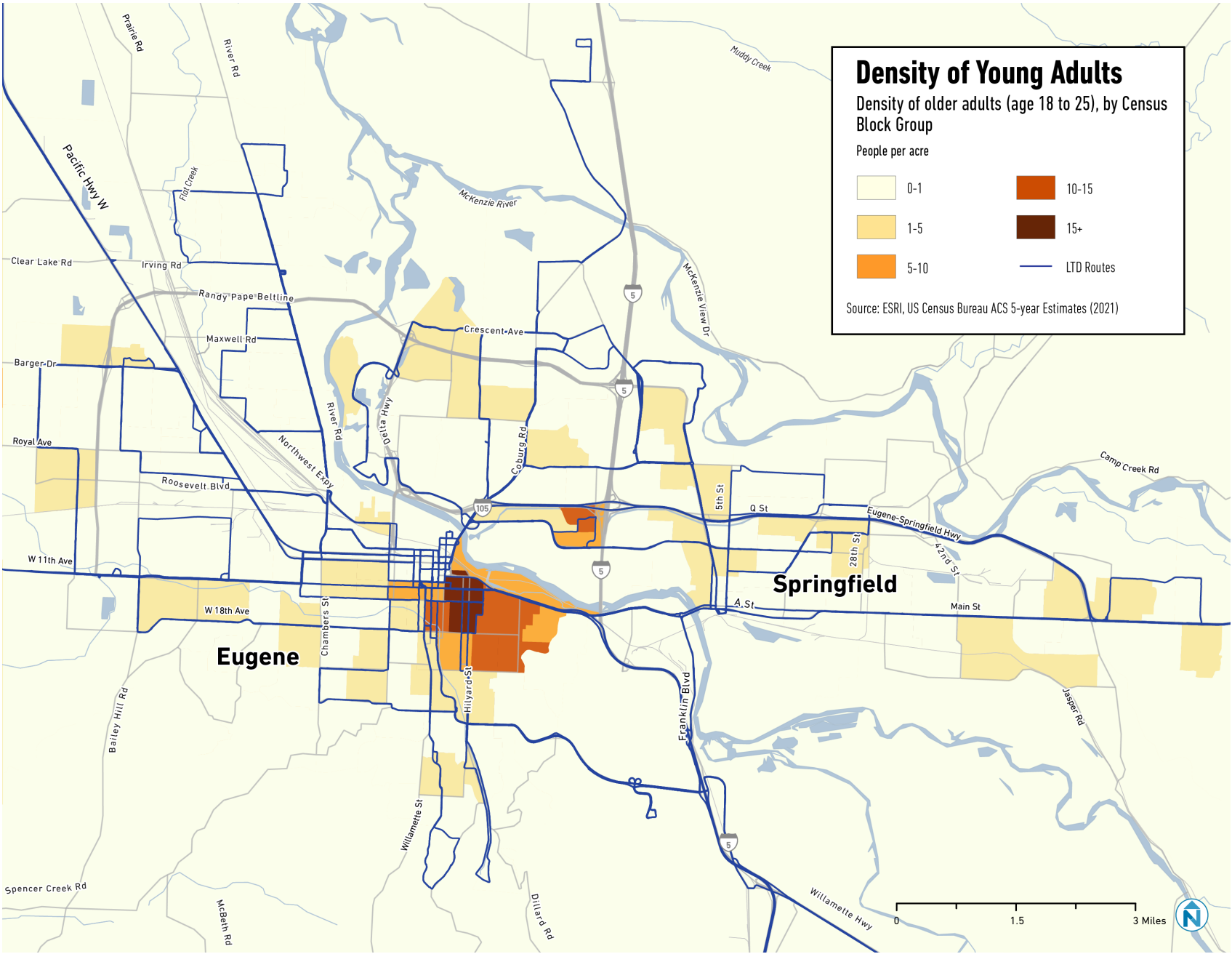


Figure 3-4 People with Disabilities

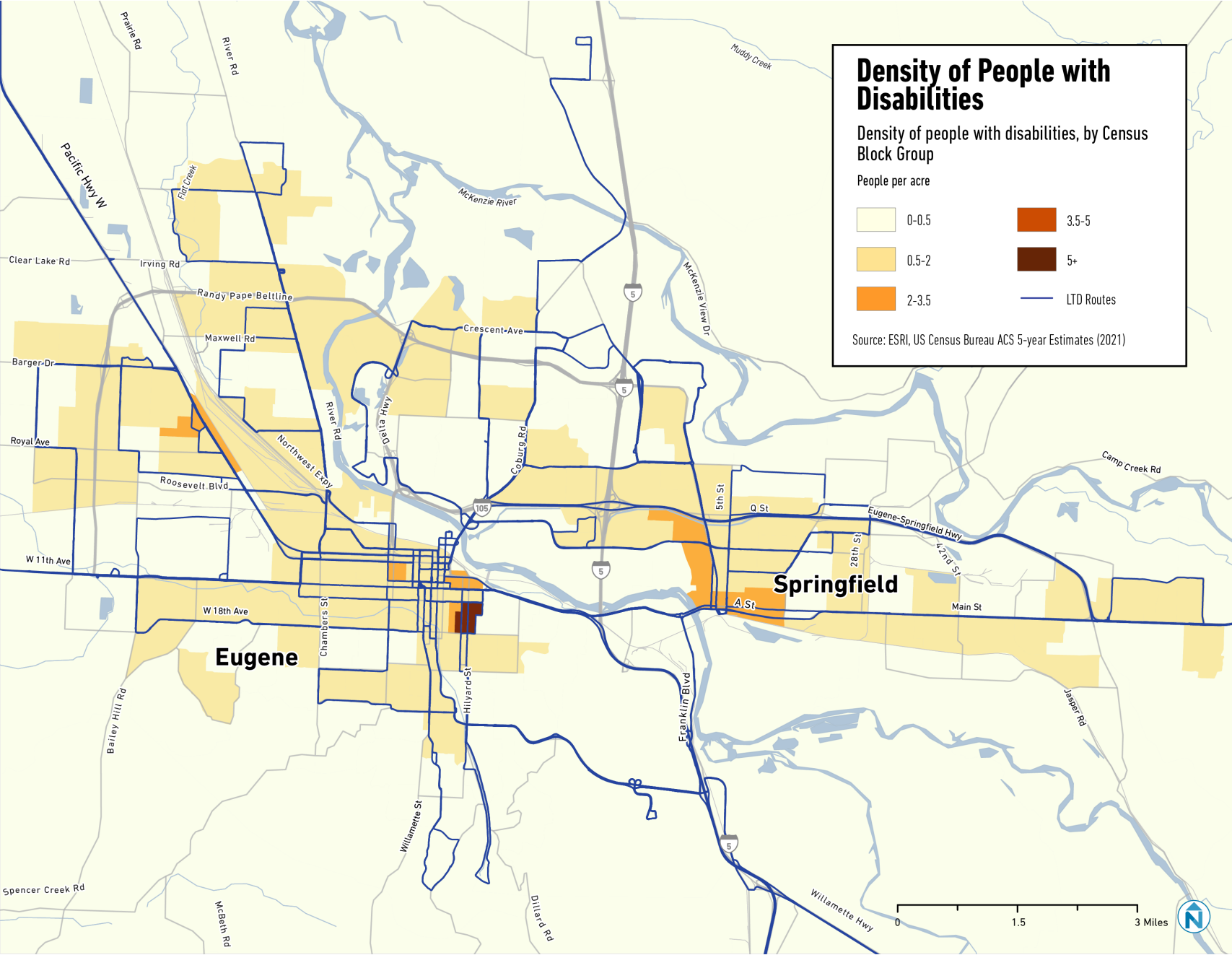


Figure 3-5 Low-Income Household Density

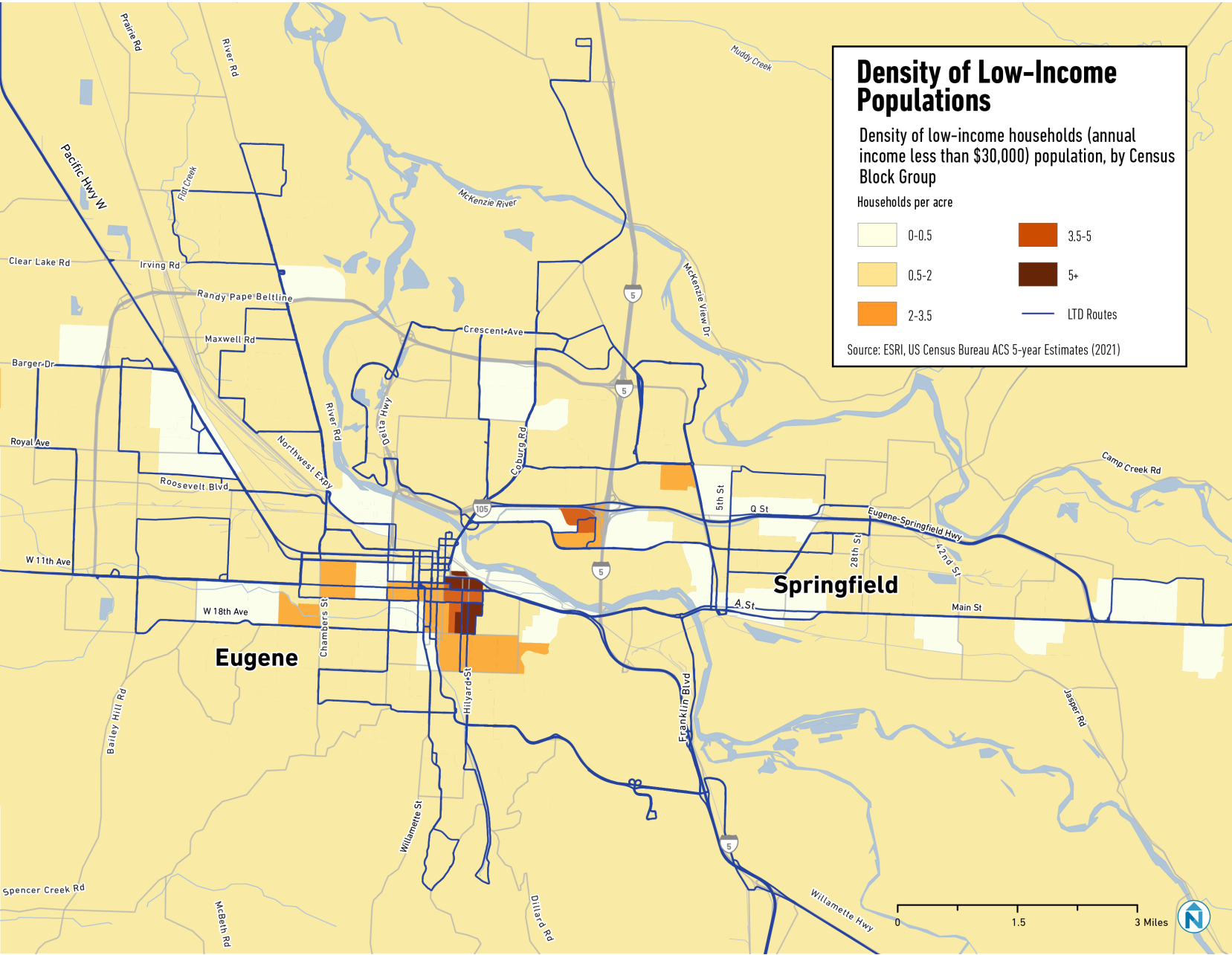


Figure 3-6 Zero-Vehicle Household Density

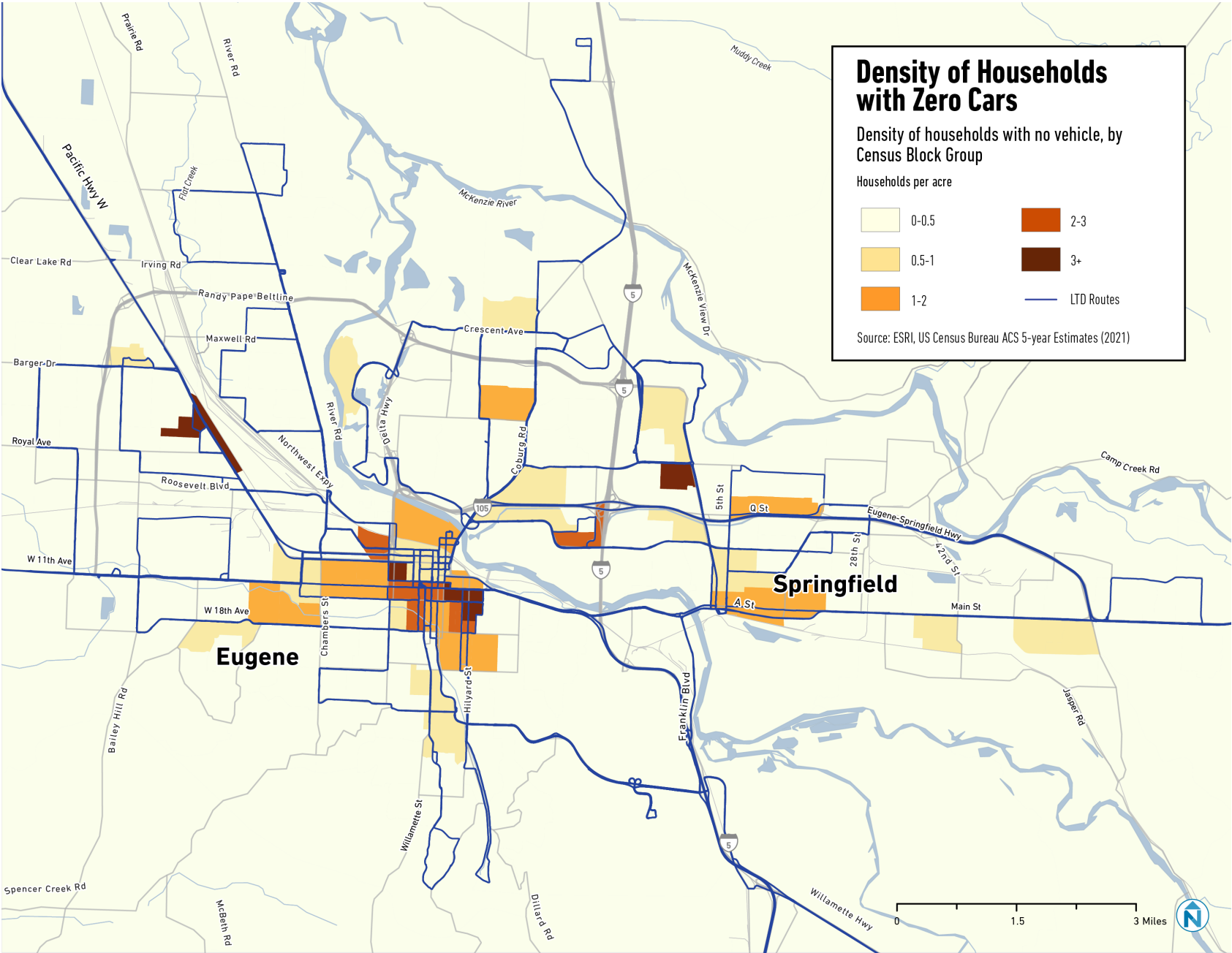
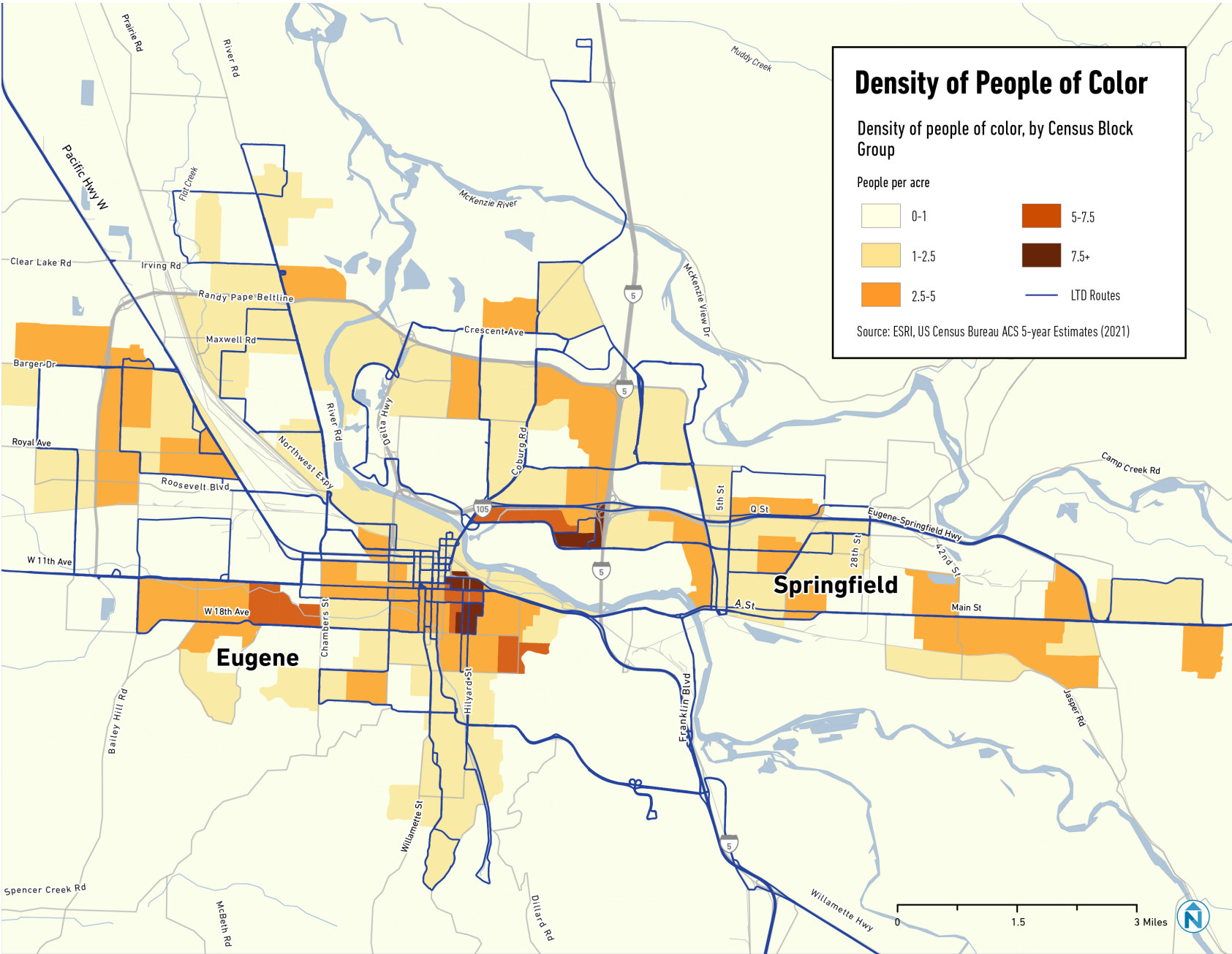


Figure 3-7 People of Color Density



EMPLOYMENT

Employment is another important factor in how much demand there is for transit service. Large concentrations of jobs in a particular area can make transit service more productive, generating trips from both workers and customers alike. Employment density data (Figure 4-8) shows the highest concentrations of employment located near downtown Eugene and the University of Oregon. Other areas of notable employment density include the area around Valley River Center, the Gateway neighborhood in Springfield. Delta Highway, West Eugene, and Highway 126 also have moderate concentrations of employment due to the presence of various retail and industrial businesses.

Low-Wage Jobs

Low wage jobs are a subset of total employment but are important to examine because individuals who fill these positions are more likely to be low-income and without access to a vehicle, and thus more likely to take transit to work. Longitudinal Employer-Household Dynamics (LEHD) data was analyzed to determine the location of low-wage jobs, defined as jobs that earn less than \$3,333 per month. As shown in Figure 4-9, the highest concentration of low-wage jobs are around the University of Oregon and downtown Eugene. Areas along Delta Highway and Coburg Road in Eugene, as well as the Gateway neighborhood of Springfield, have pockets of low-wage jobs.

Figure 3-8 Employment Density

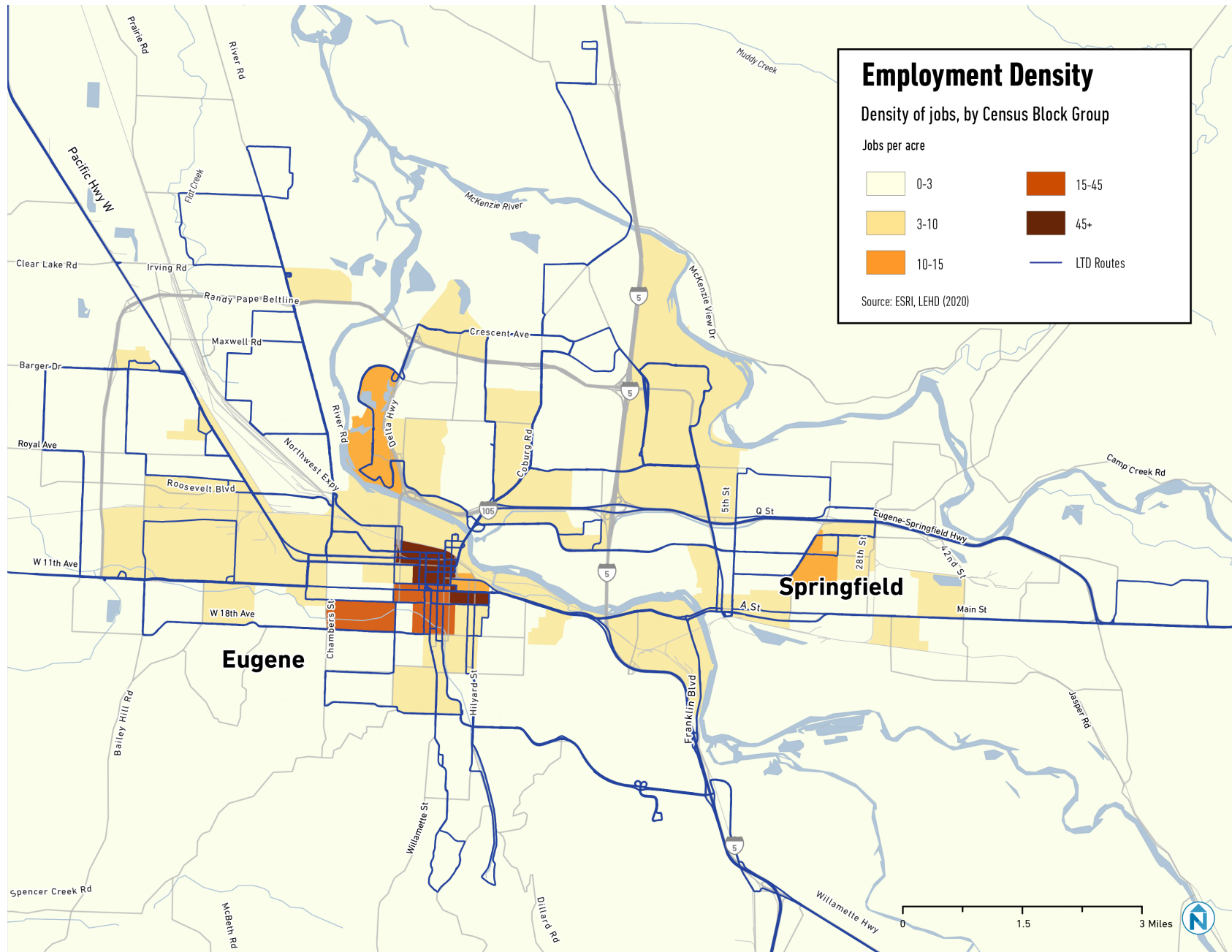
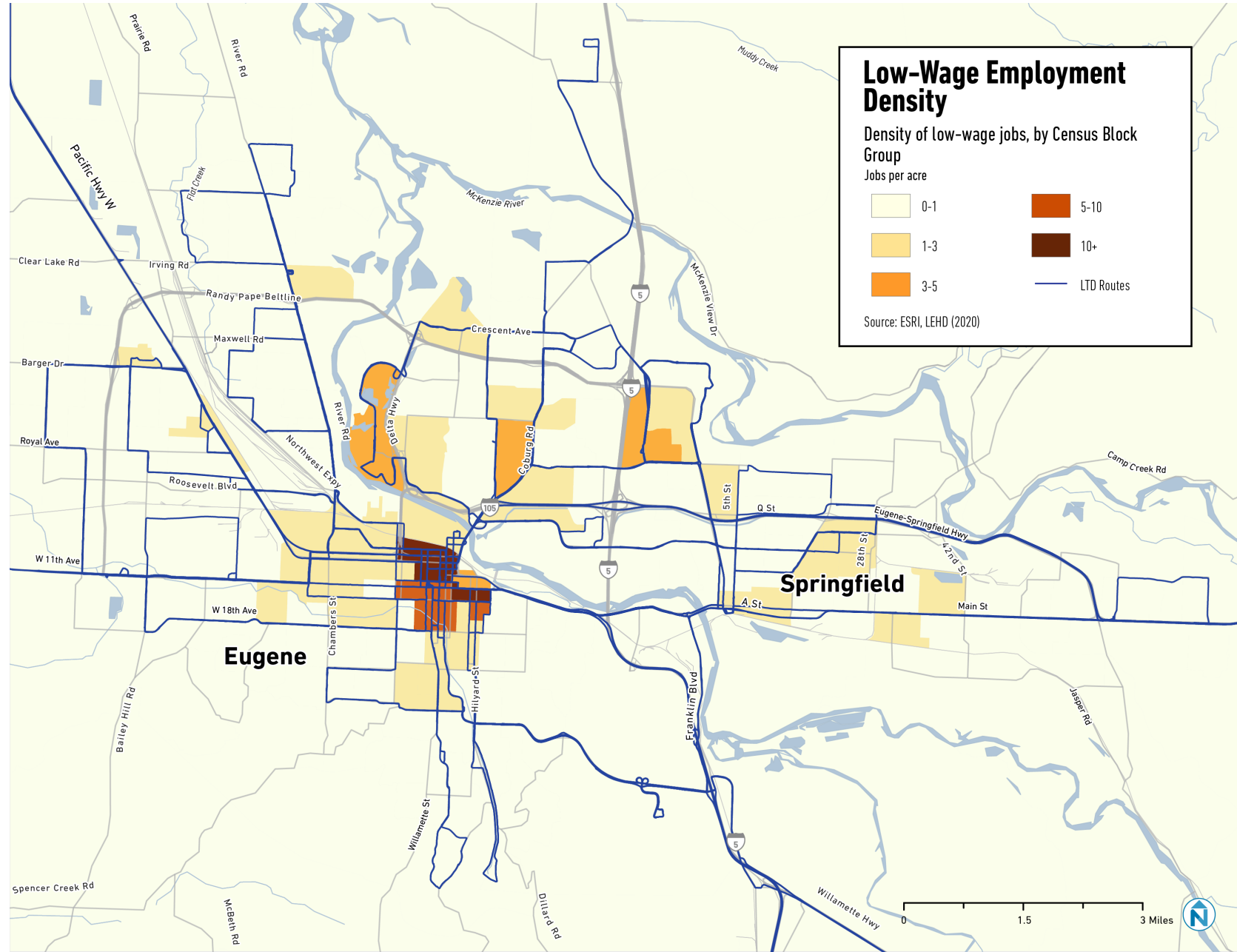


Figure 3-9 Low-Wage Job Density



TRANSIT DEMAND AND PROPENSITY

Transit works best in areas where there is both a high density of people and a mix of residents and workers. Higher densities of people generate demand to fill buses, while having a mix of people ensures transit service is productive all day long, seven days a week. As shown in Figure 3-10, areas with a high transit demand, based on both high population and employment density, are located near the University of Oregon in Eugene and along W 11th Avenue, Pioneer Parkway, and Main Street in Springfield.

Another way to assess the propensity of using transit is focusing on select demographic and socioeconomic groups that are more likely to use transit. Figure 4-11 presents the composite density of young adults (age 18-24), low-income individuals (defined as earning \$30,000 per year or less), households without a vehicle, and non-white individuals. Based on this map, the following areas were identified as having the highest propensity to use transit:

- Downtown Eugene and around the University of Oregon
- Downtown Springfield
- The Main Street corridor and Thurston neighborhood in Springfield
- The Gateway neighborhood in Springfield
- The W. 11th Avenue corridor in Eugene
- Coburg Road between downtown Eugene and Crescent Avenue
- The Centennial Boulevard corridor in Eugene and Springfield
- River Road and the Santa Clara neighborhood in Eugene
- The South University and Amazon neighborhoods in Eugene
- Goodpasture Island Road north of Valley River Center
- Northwest Eugene along Barger Drive and Royal Avenue

Figure 3-10 Population and Employment Density

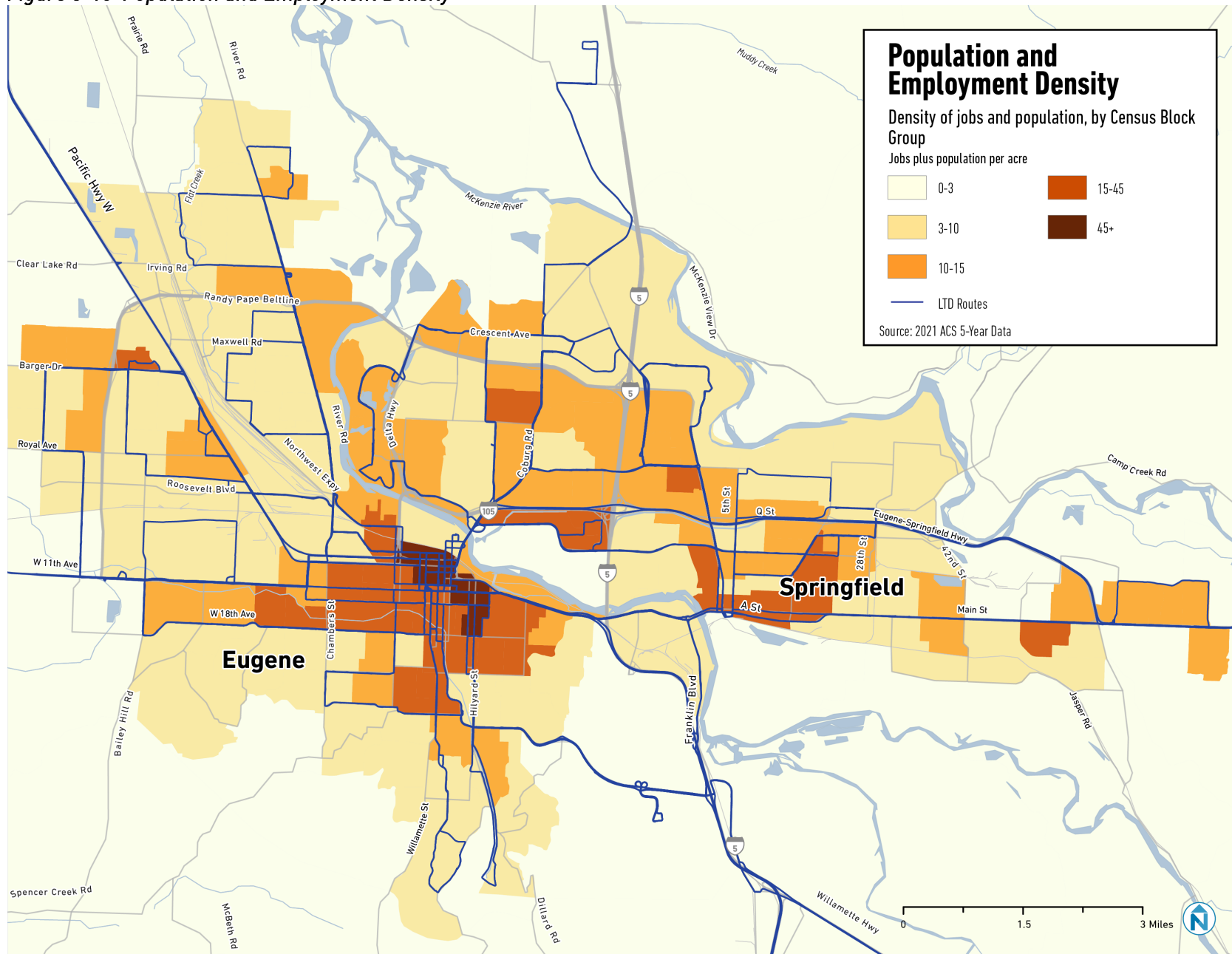


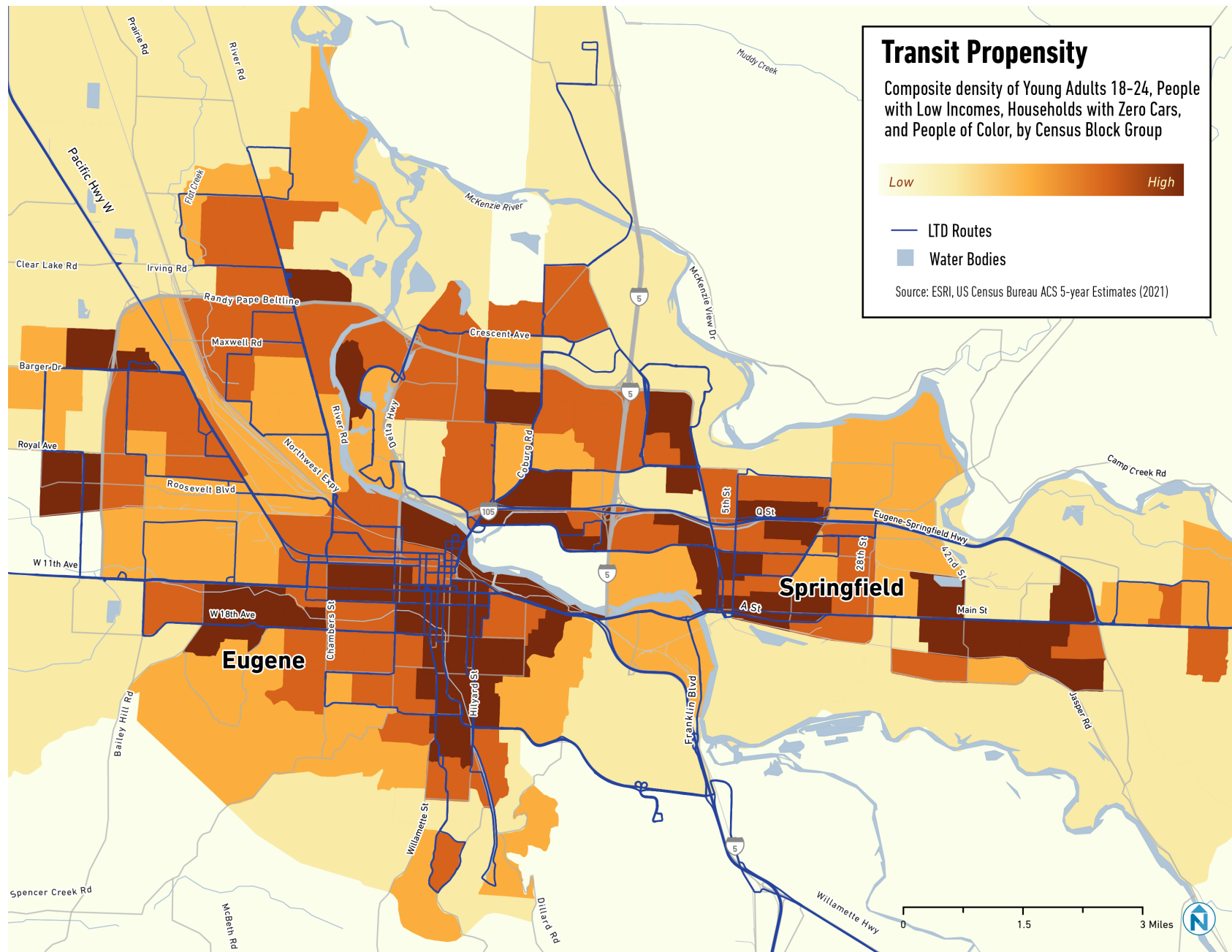
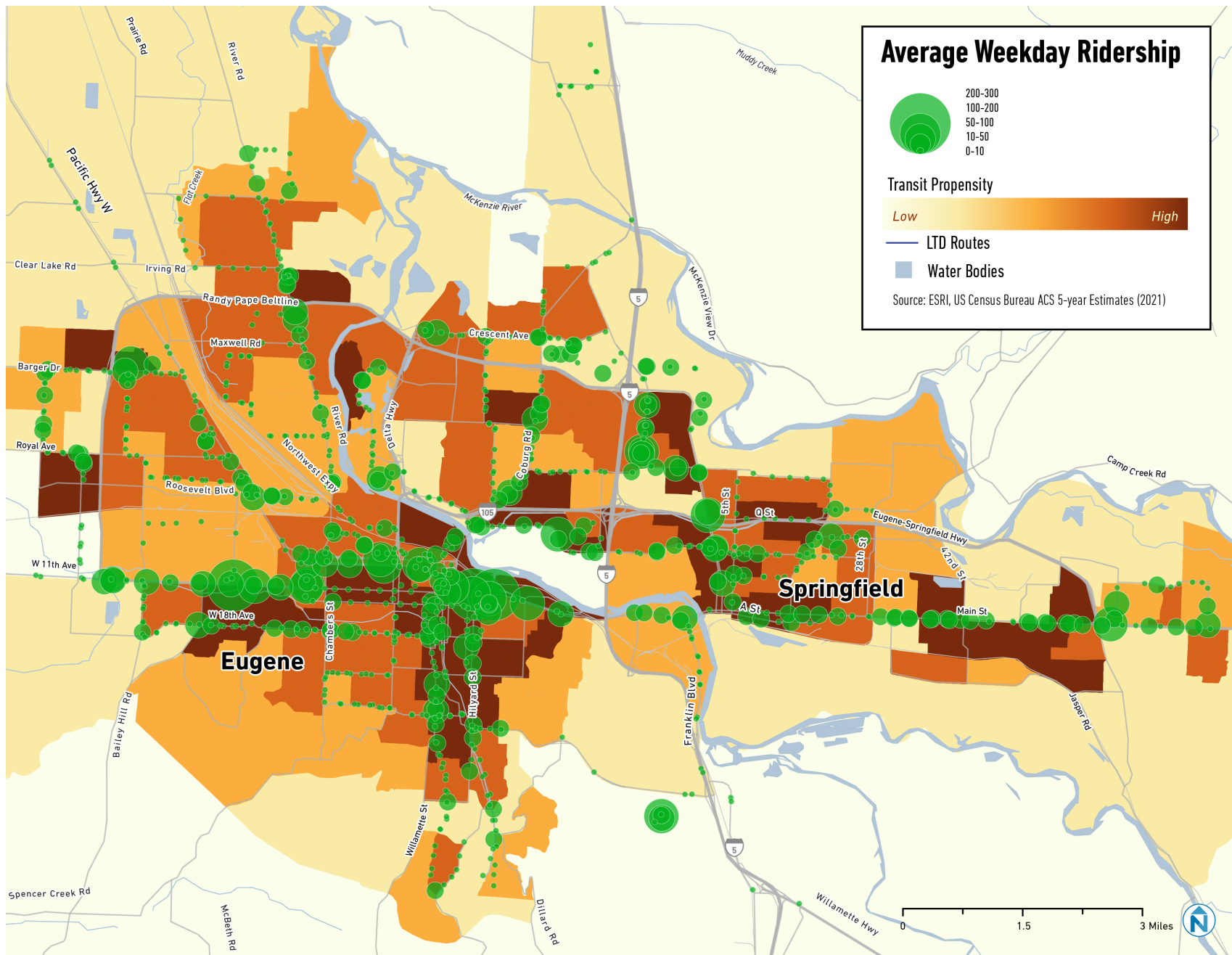
Figure 3-11 Transit Propensity

Figure 3-12 Ridership overlayed with Transit Propensity (TPI)



4 LTD SYSTEM OVERVIEW

As of October 2023, Lane Transit District (LTD) operates 31 fixed routes and accompanying paratransit service serving the cities of Eugene and Springfield and several surrounding communities in Lane County. The EmX BRT route, along with other high frequency routes, like Routes 11 and 41, form the backbone of LTD's service network. The EmX route is especially robust with high levels of boarding and productivity over most time periods.

LTD fixed routes are divided into six categories of service to distinguish between different service level goals: BRT, Express, Core, College, Community, and Limited/Rural. These categories aid evaluation of the service based on the population served and help define service goals.

Most routes operate every 30-60 minutes and combine on some corridors to provide more frequent service. Core and community routes provide coverage in the LTD service area to allow for connections to higher frequency routes either on-street or at transit centers. LTD is an important means of transportation for students and staff of regional educational facilities. In particular, LTD is tasked with providing service to the University of Oregon and Lane Community College as well as service to middle and high schools throughout the region. Service for the UO and LCC can be very frequent when school is in session but reduces in frequency and span during break periods. LTD also notably serves rural communities outside of Eugene and Springfield, providing a critical link for residents to access services in the larger population center.

The analysis in this report primarily relies on data from fiscal year 2022, except where noted.

SERVICE STANDARDS

LTD's system is designed to balance the goals of high productivity and geographic coverage. High productivity is designated as areas with:

- Frequent routes
- Dense areas
- Walkable areas
- Linear routes with few deviations
- Continuous routes that avoid long stretches of low-density development

The geographic coverage goal seeks to provide service to people who lack other transportation options outside of high productivity areas and provide service to as many neighborhoods as possible.

LTD strives to allocate 75% of their service hours to maximize productivity and 25% to geographic coverage, according to their service standards.

LTD categorizes its service into six categories for the purposes of defining service standards. Below are the definitions of each service category.

Types of Service

- BRT/EmX: Highest productivity, highest ridership
 - offer frequent, all-day service, widely spaced stations, and longer hours of service
 - Higher travel speeds, reliable service, more station amenities, higher passenger loads
- Express Routes: High productivity, high ridership
 - Very frequent all-day or peak service, widely spaced stops, hours based on demand
 - Expect higher travel speeds and passenger loads, may include college-oriented express routes that might match class schedules
- Core Routes: High productivity, high ridership
 - Frequent all-day service, moderate distance between stops, longer service hours
 - Moderate travel speeds, reliable service, amenities at major stops, high passenger loads
- College Routes: High productivity, high ridership
 - Designed to provide transit to university students at University of Oregon or Lane Community College
 - Fluctuating frequency to meet demand and line up with class schedules, shorter hours of service
- Community Routes: Moderate productivity, moderate ridership
 - Lower frequency, infrequent all-day or peak service, variable distance between stops, provide transit in areas where density/development do not support high ridership
 - Low to moderate travel speeds, reliable service, fewer stops with amenities, moderate passenger loads
- Limited or Rural Routes: Low productivity, low ridership
 - Infrequent service at limited hours, variable distance between stops, few hours of service
 - Moderate to high travel speeds, reliable service, fewer stops with amenities, lower passenger loads

Service Guidelines

Figure 5-1 , Figure 5-2, and Figure 5-3 outline LTD's service standards for spans of service, frequency, on-time performance, and other measures. When establishing these guidelines, LTD takes into consideration service span and frequency goals, customer clarity and consistency, adequate running time to meet customer loads, running time variation, and bus operator restroom breaks.

These measures will be used to evaluate LTD's current service and performance statistics for the network as a whole as well as individual routes.

Figure 4-1 Service span guidelines by type of service and day of week

Route Type	Day of Week	Span of Service
EmX	Weekday	5:00 a.m. – 1:00 a.m.
	Saturday	7:00 a.m. – 11:30 p.m.
	Sunday	7:30 a.m. – 9:30 p.m.
Express	Weekday	7:00 a.m. – 10:00 p.m.
Core	Weekday	5:00 a.m. – 12:00 a.m.
	Saturday	7:00 a.m. – 11:30 p.m.
	Sunday	7:30 a.m. – 9:30 p.m.
College	Weekday	7:00 a.m. – 7:00 p.m.
	Saturday	Limited
Community	Weekday	6:30 a.m. – 8:30 p.m.
	Saturday	7:30 a.m. – 8:30 p.m.
	Sunday	Limited
Limited	Weekday	Variable
Rural	All day types	Variable

Figure 4-2 *Desired headway standards (min/max) by type of service and time of day*

Route Type	AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
BRT/EmX	10/15	10/15	10/15	15/30	15/30	15/30
Express	5/25	30	20/30	60		
Core	15/30	15/30	15/30	30/60	30/60	30/60
Community	30	30/60	30/60	60	60	60
College	10/30	30/60	30/60	60	60	
Limited	≥60	≥60	≥60			
Rural	Variable – determined by commute demand					

LTD published four measurable standards for its routes, which were updated in 2022 and summarized in Figure 5-3. Notably, LTD does not have a specific goal for productivity of its routes which is used to understand how well used a service is based on the level of service that is being provided.

Figure 4-3 *Other performance standards*

Goal	Metric
On-Time Performance	90% of buses at timepoints on all routes will be on time (defined as departing a timepoint between 0 and 4 minutes after the scheduled time).
Missed Trips	Missed trips should be 0.5% of total trips
Vehicle Reliability	Road calls should not occur more than every 10,000 vehicle miles
Vehicle Age	Percent of bus revenue vehicles that have met/exceeded their Useful Life Benchmark should not exceed 25%

SYSTEM OVERVIEW

This section provides an overview of LTD's current transit network and associated performance. Several important measures of productivity, ridership, and running time are used to evaluate the performance of the network and its individual routes. This evaluation and comparison to LTD's service guidelines provides insight into the transit agency's strengths and opportunities to improve service. This section coupled with individual route profiles in chapter six provide a comprehensive review of LTD's current fixed route network.

Service Span and Frequency

LTD operates fixed-route service seven days a week (Figure 5-4). All 31 routes operate on weekdays, when routes have the most frequent and longest hours of service. 20 routes operate seven days a week, while three routes do not operate on Sundays, and five routes do not operate on Saturdays or Sundays. Weekend service generally starts later, ends earlier, and operates less frequently. Many college routes operate limited service or no service on Saturdays, and there is no service on Sundays.

Systemwide Ridership

COVID-19 changed travel patterns and transit use throughout the country and LTD is no exception. Ridership in February 2023 was still 73% of ridership in February 2019. Some routes have lost more ridership than others, while some routes have recovered nearly to pre-pandemic ridership levels.

Routes 11, 17, and 41 have recovered 90 to 100% of pre-pandemic ridership levels. Routes offered during peak travel times and that serve the UO or LCC campuses, have had the lowest levels of ridership recovery, with recovery rates between 14% and 52% of pre-pandemic levels (Figure 4-5).

EmX has the highest levels of ridership in the LTD network with over five times as much weekday ridership than the next highest ridership route (Route 11). Recovery on EmX has been slightly better than the system average with just under 80% of pre-pandemic levels.

Figure 5-5 displays average weekday ridership by route. Figure 5-6 also displays average weekday ridership by route without EmX to allow for more detail among routes that have notably lower ridership.

Figure 4-5 displays ridership change by area from 2019 to 2023. Most of the LTD service area lost significant ridership as a result of the pandemic and its aftereffects. There were very few areas with gains in ridership, mainly in western Eugene. The largest ridership decreases were observed in downtown Eugene and Springfield.

Figure 4-4 Systemwide Span and Frequency

Current Network Frequency and Span of Service	Classification of Service	Weekday (Peak/Midday/Eve)	Saturday (Base/Eve)	Sunday (Base/Eve)	Weekday	Saturday	Sunday
		<i>Frequency (minutes)</i>			<i>Span of Service</i>		
EmX/BRT	BRT	10/15/30	15/30	15/30	5:37 a.m. – 11:39 p.m.	6:48 a.m. – 11:38 p.m.	7:45 a.m. – 9:18 p.m.
Route 1	Community	30/60/60	30/60	30/60	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.
Route 11	Core	10/20/30	15/30	15/15	5:25 a.m. – 12:34 a.m.	6:44 a.m. – 11:46 p.m.	7:22 a.m. – 9:30 p.m.
Route 12	Core	30/30/60	60/60	60/60	6:02 a.m. – 10:50 p.m.	7:08 a.m. – 10:50 p.m.	8:07 a.m. – 9:16 p.m.
Route 13	Core	30/30/60	60/60	60/60	6:03 a.m. – 10:53 p.m.	7:03 a.m. – 10:53 p.m.	8:04 a.m. – 9:11 p.m.
Route 17	Community	35/40/60	60/60	60/60	6:02 a.m. – 9:48 p.m.	8:07 a.m. – 9:34 p.m.	8:10 a.m. – 7:36 p.m.
Route 18	Community	40/40/60	60/60	60/60	6:29 a.m. – 10:14 p.m.	7:40 a.m. – 10:01 p.m.	7:41 a.m. – 7:04 p.m.
Route 24	Core	30/30/60	60/60	60/60	6:06 a.m. – 10:54 p.m.	7:05 a.m. – 10:54 p.m.	8:05 a.m. – 9:05 p.m.
Route 28	Core	30/30/60	60/60	60/60	5:52 a.m. – 10:59 p.m.	6:52 a.m. – 10:58 p.m.	7:57 a.m. – 9:15 p.m.
Route 33	Community	Four round trips	No Service	No Service	7:15 a.m. – 7:55 p.m. 12:45 p.m. – 1:25 p.m. 4:30 p.m. – 6:15 p.m.	No Service	No Service
Route 36	Core	30/30/60	60/60	60/60	6:06 a.m. – 10:47 p.m.	7:06 a.m. – 10:47 p.m.	8:06 a.m. – 9:25 p.m.
Route 40	Core	15/30/60	60/60	60/60	5:57 a.m. – 10:55 p.m.	6:53 a.m. – 10:54 p.m.	7:52 a.m. – 9:25 p.m.
Route 41	Core	15/30/60	30/60	30/60	5:31 a.m. – 11:01 p.m.	6:30 a.m. – 11:02 p.m.	7:24 a.m. – 9:25 p.m.
Route 51	Core	30/30/60	60/60	60/60	5:52 a.m. – 11:08 p.m.	6:45 a.m. – 11:10 p.m.	7:55 a.m. – 9:25 p.m.
Route 52	Core	30/30/30	60/60	60/60	6:38 a.m. – 7:25 p.m.	8:00 a.m. – 7:05 p.m.	11:00 a.m. – 6:55 p.m.
Route 55	Limited	Peak buses only	No Service	No Service	7:15 a.m. – 8:25 a.m. 3:15 p.m. – 4:25 p.m.	No Service	No Service
Route 66	Core	20/30/60	30/60	60/60	6:04 a.m. – 10:20 p.m.	7:04 a.m. – 10:17 p.m.	8:00 a.m. – 9:13 p.m.
Route 67	Core	20/60	30/60	60/60	6:10 a.m. – 10:55 p.m.	7:10 a.m. – 10:56 p.m.	7:30 a.m. – 9:19 p.m.
Route 79X*	Express	30/30/30	No Service	No Service	7:30 a.m. – 10:22 p.m.	No Service	No Service

Current Network Frequency and Span of Service	Classification of Service	Weekday (Peak/Midday/Eve)	Saturday (Base/Eve)	Sunday (Base/Eve)	Weekday	Saturday	Sunday
		Frequency (minutes)			Span of Service		
Route 81*	College	60/60/60	60/60	No Service	6:30 a.m. – 9:25 p.m.	7:30 a.m. – 5:20 p.m.	No Service
Route 82*	College	15/20/30	No Service	No Service	7:06 a.m. – 6:25 p.m.	No Service	No Service
Route 85	College	60/60/60	No Service	No Service	7:40 a.m. – 5:10 p.m.	No Service	No Service
Route 91	Rural	Peak buses only	2 a.m. trips 2 p.m. trips	2 a.m. trips 2 p.m. trips	6:00 a.m. – 11:20 a.m. 2:20 p.m. – 8:40 p.m.	8:30 a.m. – 11:25 a.m. 4:30 p.m. – 7:20 p.m.	8:30 a.m. – 11:25 a.m. 4:30 p.m. – 7:20 p.m.
Route 92	Rural	Peak buses only	Peak buses only	No Service	6:31 a.m. – 9:15 a.m. 5:35 p.m. – 7:10 p.m.	6:31 a.m. – 9:15 p.m. 5:35 p.m. – 7:10 p.m.	No Service
Route 93	Rural	Peak buses only	Peak buses only	Peak buses only	6:46 a.m. – 7:45 a.m. 12:05 p.m. – 1:03 p.m. 5:30 p.m. – 6:29	8:16 a.m. – 10:08 a.m. 5:32 p.m. – 6:24 p.m.	9:16 a.m. – 10:08 p.m. 6:17 p.m. – 7:08 p.m.
Route 95	Rural	Peak buses only	Peak buses only	Peak buses only	6:10 a.m. – 7:25 a.m. 11:30 a.m. – 12:45 p.m. 2:30 p.m. – 6:55 p.m.	8:05 a.m. – 9:15 a.m. 12:05 p.m. – 1:15 p.m. 5:05 p.m. – 6:15 p.m.	9:05 a.m. – 10:15 a.m. 6:05 p.m. – 7:15 p.m.
Route 96	Rural	Peak buses only	Peak buses only	No Service	6:30 a.m. – 7:25 a.m. 5:35 p.m. – 6:40 p.m.	7:20 a.m. – 8:25 a.m. 5:35 p.m. – 6:40 p.m.	No Service
Route 98	Rural	Peak buses only	Peak buses only	Peak buses only	5:28 a.m. – 7:55 a.m. 10:00 a.m. – 12:05 p.m. 2:30 p.m. – 7:35 p.m.	8:35 a.m. – 10:25 a.m. 1:00 p.m. – 2:52 p.m. 5:35 p.m. – 7:25 p.m.	8:35 a.m. – 10:25 a.m. 5:35 p.m. – 7:25 p.m.

*Span and headway are reduced during University of Oregon breaks

Source: LTD Fall 2023 Schedules

Figure 4-5 Weekday Ridership Change, 2019 to 2023

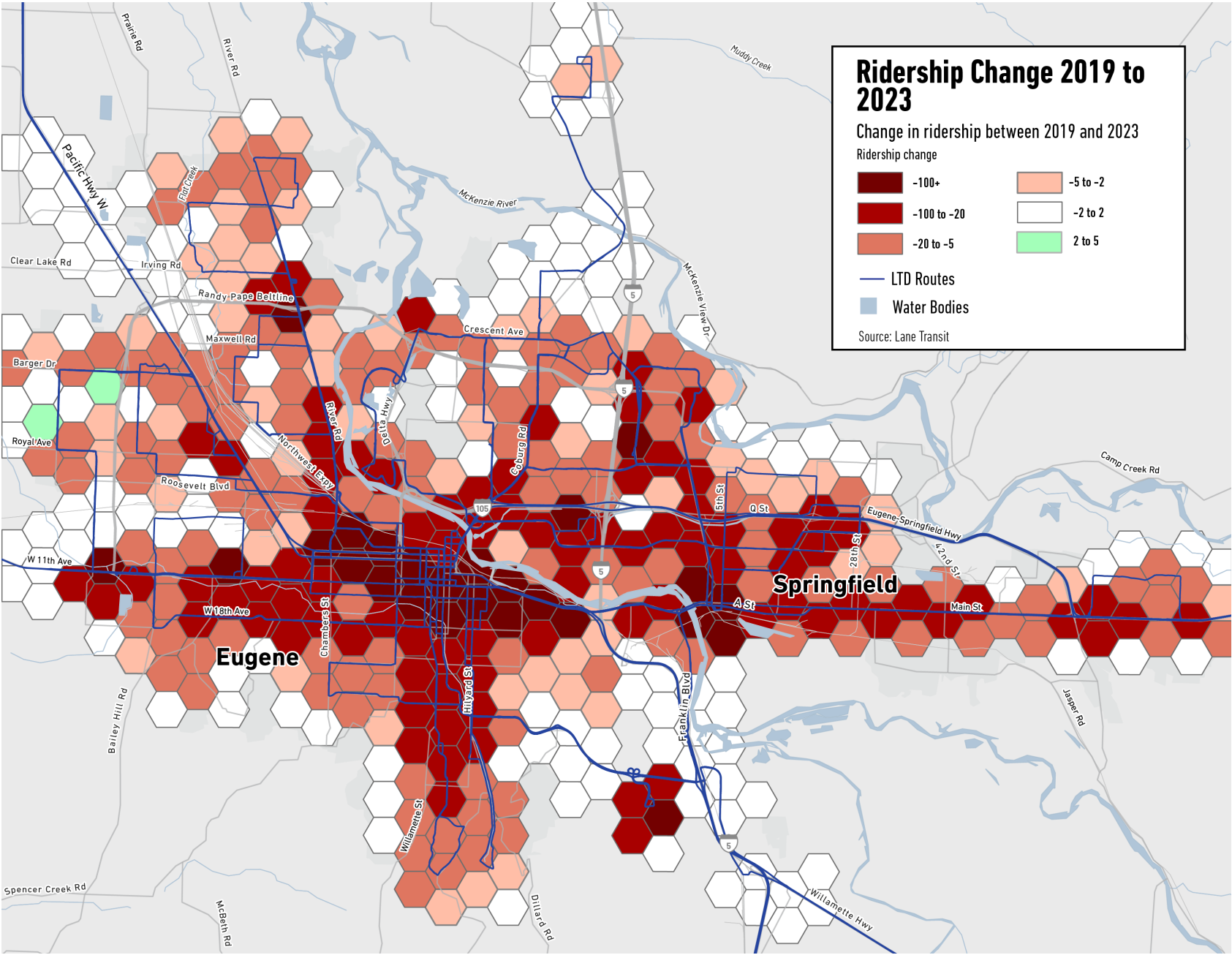


Figure 4-6 *Average weekday ridership by route*

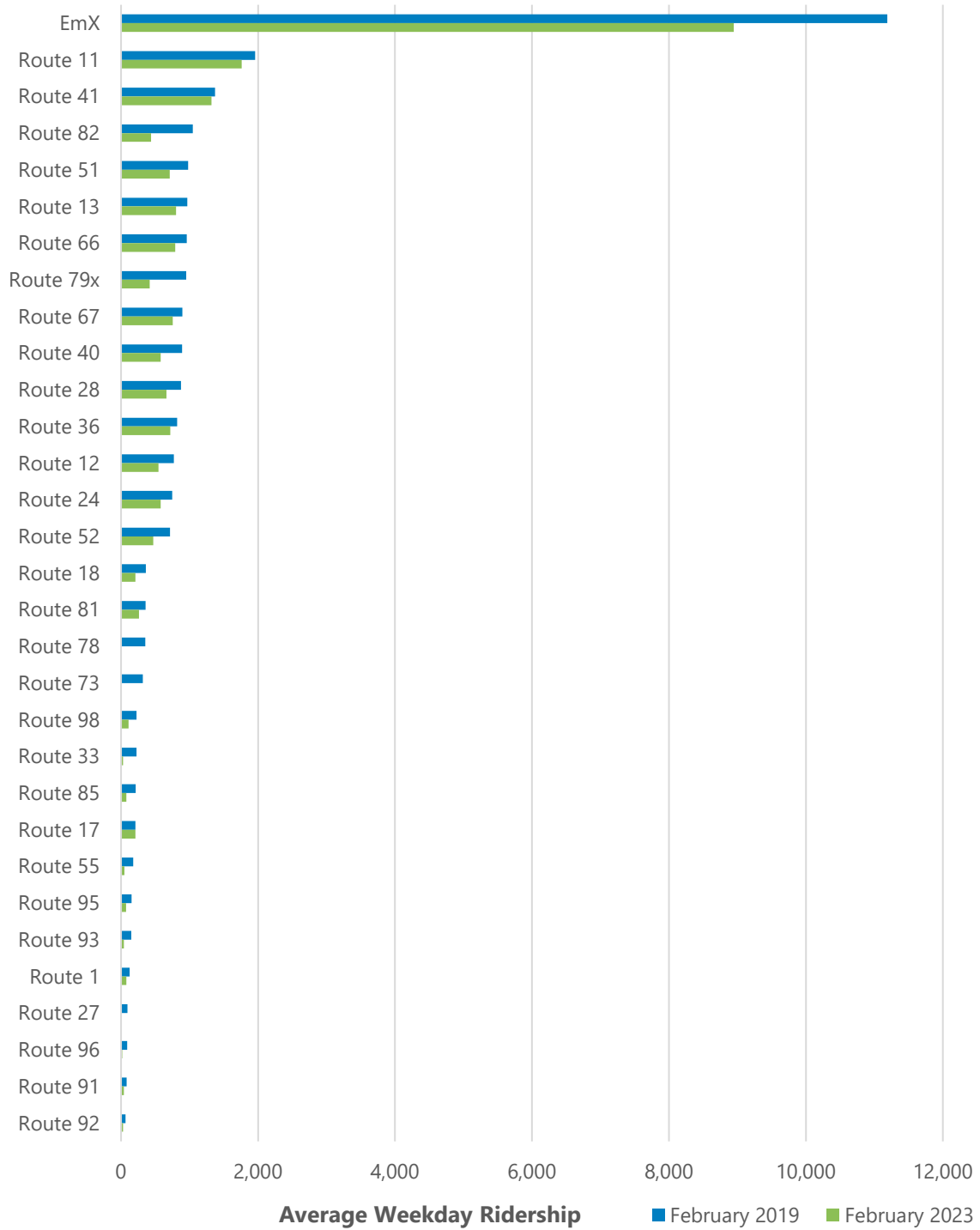
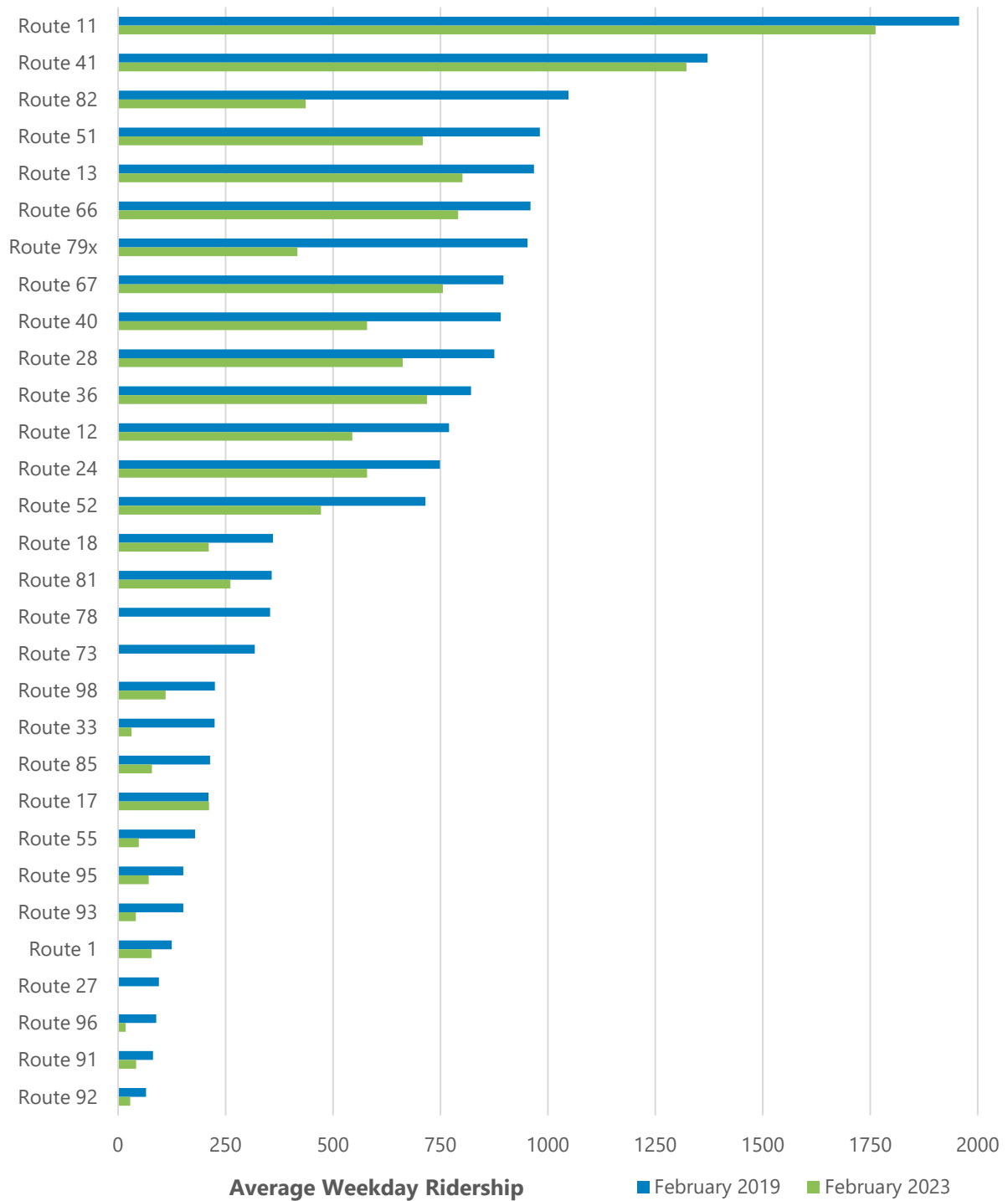


Figure 4-7 Average weekday ridership by route, excluding EmX



Systemwide Revenue Hours

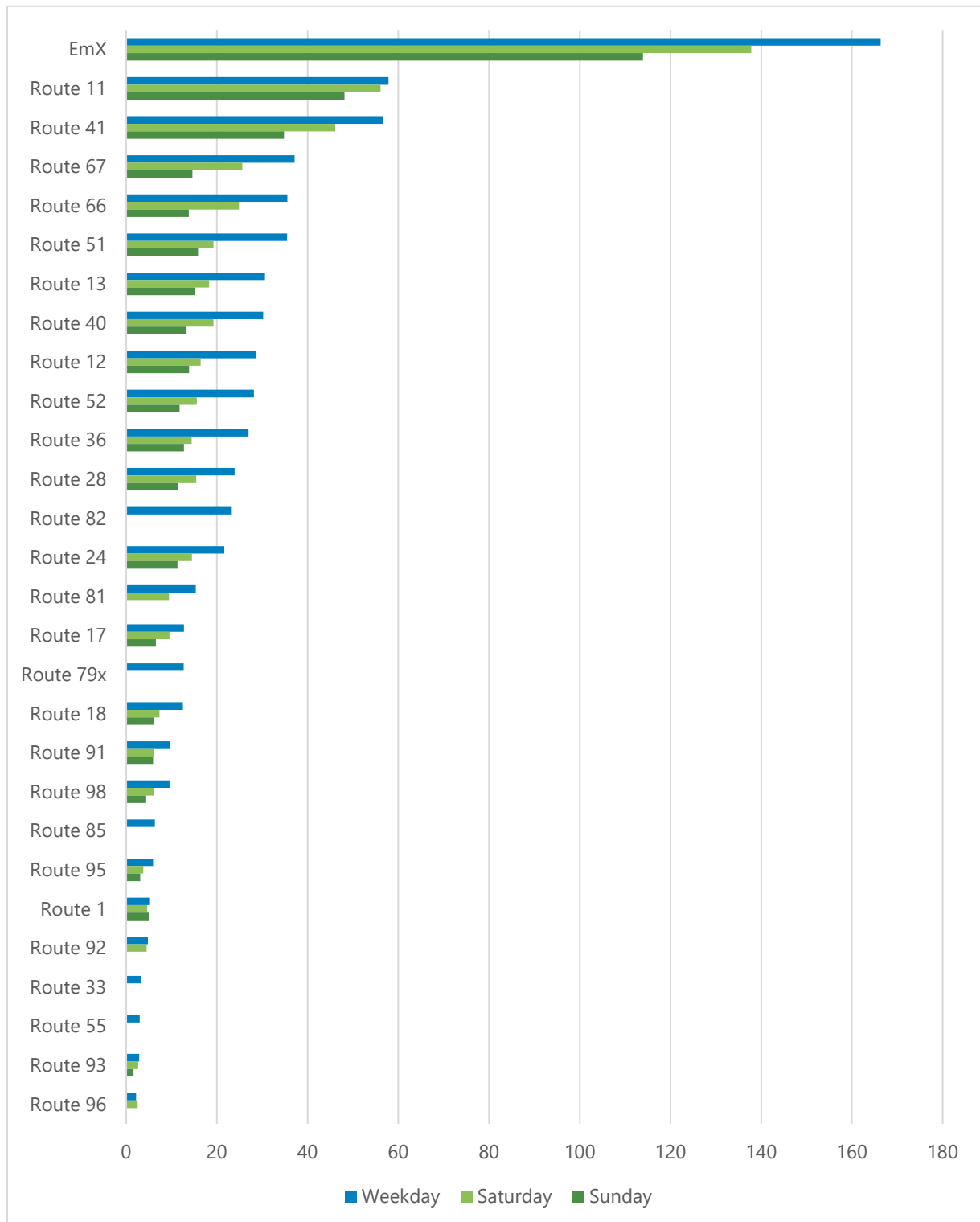
Revenue hours measure the amount of in-service time and any associated layover time. Analysis of revenue hours per route allows understanding of where service resources are allocated.

Revenue hours per route and day of week are presented in Figure 5-7. The largest share of revenue hours per day are allocated to the EmX, which offers very frequent service on weekdays and serves as a backbone for the rest of the LTD service area. The EmX operates about 120 revenue hours more than Route 11, the second most service intensive route.

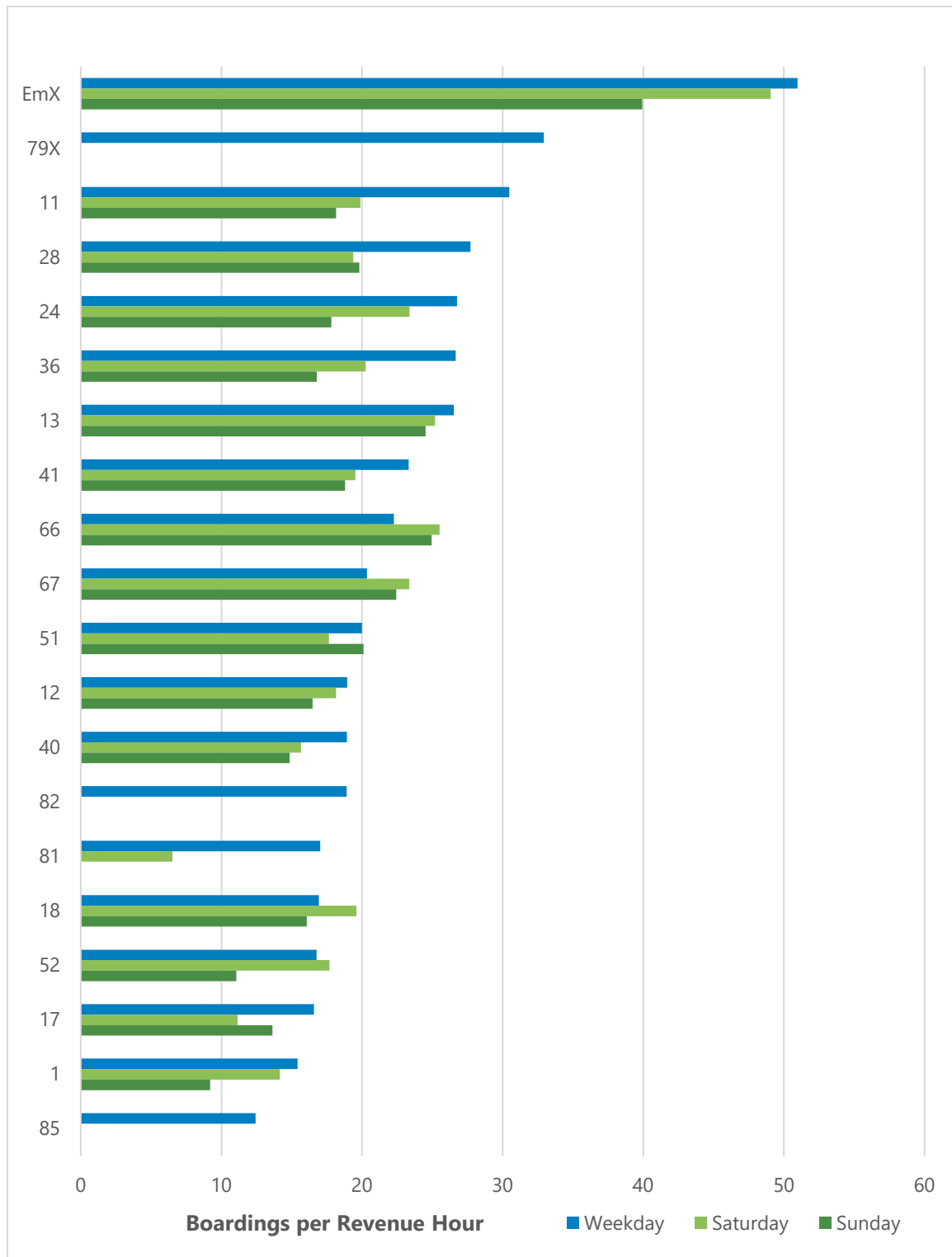
Route Productivity

Productivity is measured by route based on the type of service provided. Routes that operate throughout the day are measured in boardings per revenue hour, while express and limited run routes are typically measured in boardings per trip. Both measures serve to evaluate the efficiency of service in terms of how many passengers are served with each unit of service. LTD does not currently have a performance standard for route level productivity.

The EmX is the most productive route in the LTD network at nearly 50 boardings per revenue hour each weekday. Other high productivity routes are Routes 79x and 11. Routes 1 and 85 are the least productive routes in the LTD network, nearing 10-15 boardings per revenue hour. Figure 5-8 and Figure 5-9 show boardings per revenue hour for all day routes and boardings per trip for express/limited routes.

Figure 4-8 Revenue hours by route and day of week

Source: FY 2022 Service Data

Figure 4-9 Boardings per revenue hour

Source: FY 2022 Service Data

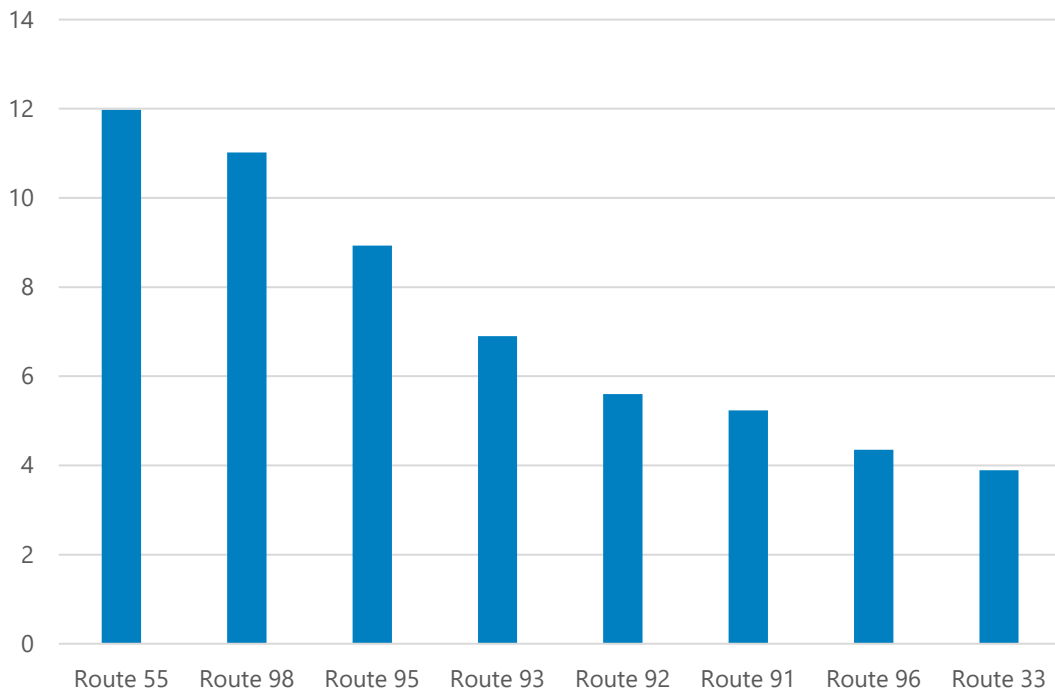
Limited and Rural Routes

There are eight routes that only operate a few trips per day. These routes do not operate regularly throughout the day but rather operate only during certain times of the day (typically the morning and afternoon).

The most productive of these routes is Route 55, which is primarily provided for North Eugene High School trips. While Route 55 only operates two round trips, it experiences an average of 12 boardings per trip. The least productive route is Route 33, which experiences an average of just below four boardings per trip (Figure 5-9).

The six rural routes (91 McKenzie Bridge, 92 Lowell/LCC, 93 Veneta, 95 Junction City, 96 Coburg, and 98 Cottage Grove) serve an important role in providing basic “insurance against isolation” service to communities in Lane County outside of the Eugene-Springfield urban growth boundary. Route 98 to Cottage Grove provides the most service (5 weekday, 3 Saturday and 2 Sunday round trips) and averages over 10 passenger boardings per trip. Route 96 to Coburg provides just two weekday and two Saturday round trips and averages just over 4 passengers per trip.

Figure 4-10 Boardings per trip for limited and rural service

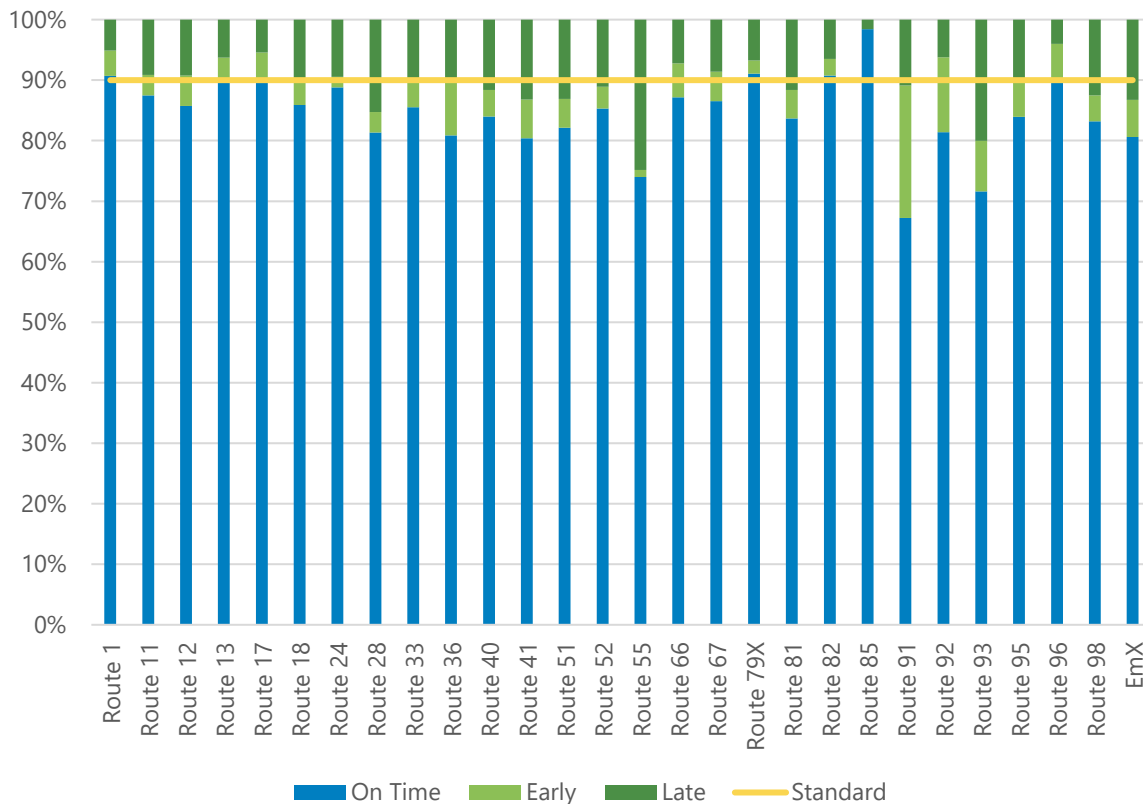


On-Time Performance (OTP)

On-time performance measures schedule adherence at timepoints along each route. Figure 5-11 displays at the route-level the percent of timepoints that are early, on-time, and late for the winter 2022 bid period.

LTD considers buses to be on time if they depart between zero and four minutes after the scheduled time. LTD's service reliability standard states that 90% of buses at significant timepoints on all routes will be on time. Seven out of 28 routes met this standard during the Winter 2022 bid period.

Figure 4-11 Weekday OTP by route



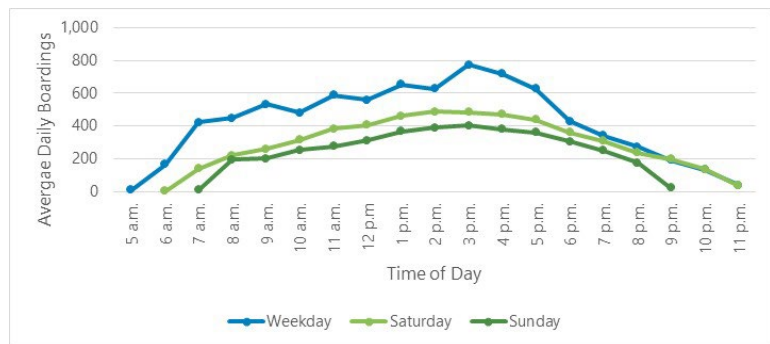
Source: Winter 2022 Bid Data

5 ROUTE PROFILES

Each of the 31 routes in the LTD system were evaluated on a variety of metrics, culminating in a list of strengths and opportunities for each route. Each route is highlighted in its own two-page route profile. Sheets are organized from smallest to largest route number, with EmX first. The ridership maps show total alightings plus boardings for the stops serviced in both directions for each route.

EmX

EmX is LTD's only BRT route and serves as the backbone of the transit network. Service is provided in the highest demand corridors in Eugene and Springfield, starting at the Commerce Station (Walmart) in West Eugene and ending at Gateway Station in Springfield. EmX operates every 10-15 minutes from approximately 6:45 a.m. to 11 p.m. on weekdays and every 15 minutes on weekends.



EmX is by far LTD's most productive route. Ridership on EmX is high throughout the day but peaks in the afternoon around 3 p.m. Running times are consistent throughout the day and service mostly adheres to this schedule throughout the day.

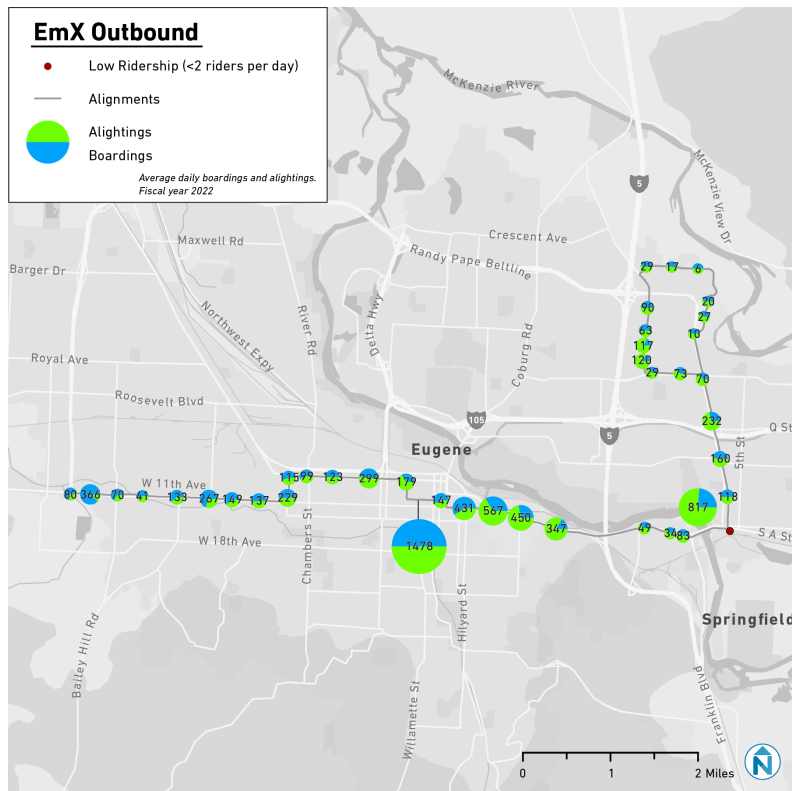
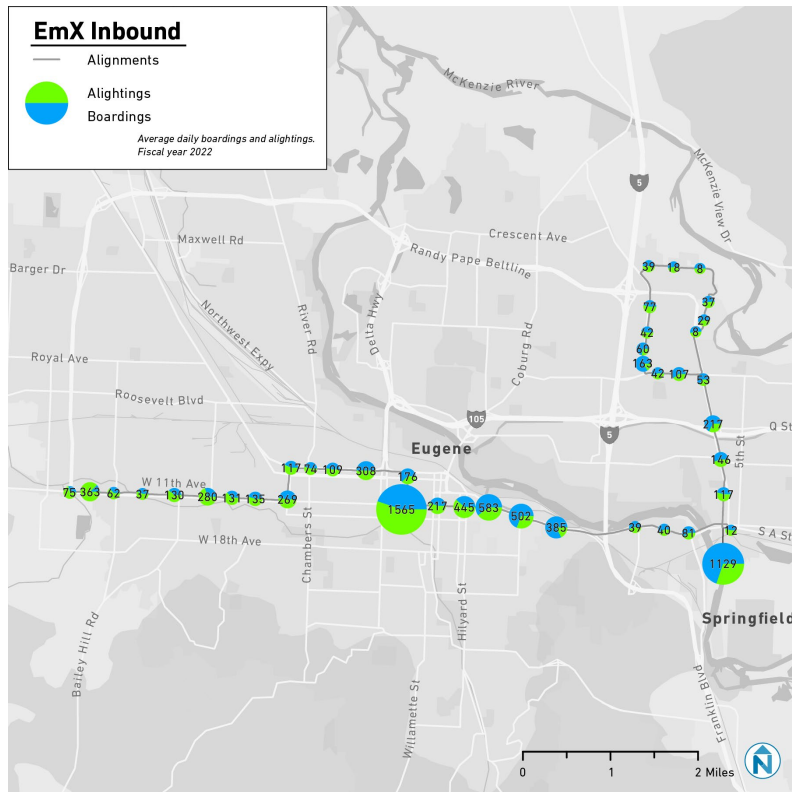
	Weekdays	Saturday	Sunday
Service Span	5:37 a.m. – 11:39 p.m.	6:48 a.m. – 11:38 p.m.	7:45 a.m. – 9:18 p.m.
Headway (peak/midday/eve)	10/15/30	15/15/30	15
Average Daily Boardings	8,949	6,758	4,548
Boardings per Revenue Hour	51.0	49.0	39.9
Peak Vehicles	15	8	8

Route Strengths

- Extremely frequent, direct service with exclusive right-of-way in the most congested segments. This high-quality service attracts the highest ridership and results in the highest productivity route in LTD's network.
- While ridership is high, there are no apparent passenger load issues, ridership builds throughout the day with one spike near school dismissal time with no large spikes in passenger load.

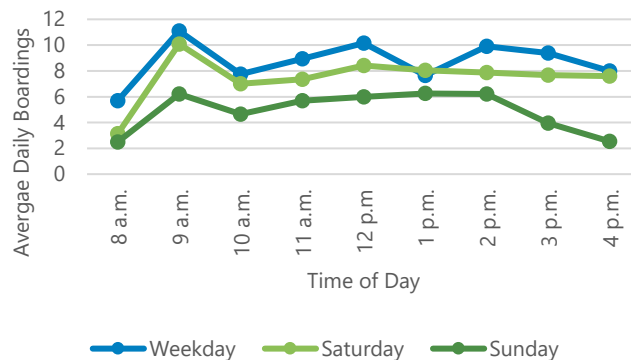
Route Opportunities

- The EmX used to operate more frequently prior to the pandemic. Service levels during the late morning and early afternoon may be improved.



Route 1 Campbell Center

Route 1 is a community route connecting Eugene's Market District with Eugene Station primarily via Olive Street and E. 5th Avenue. This route operates 7 days a week from 8:30 AM to 4:50 PM with 30- to 60-minute headways. Major destinations served include Campbell Park and Community Center, Parkview Terrace, the Amtrak Station, and the Downtown Public Library.



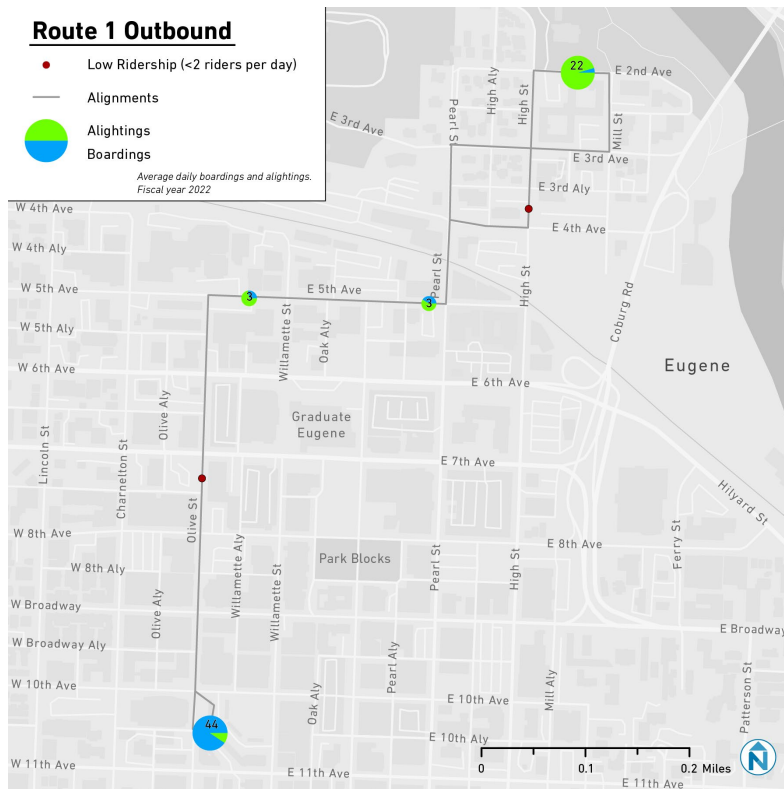
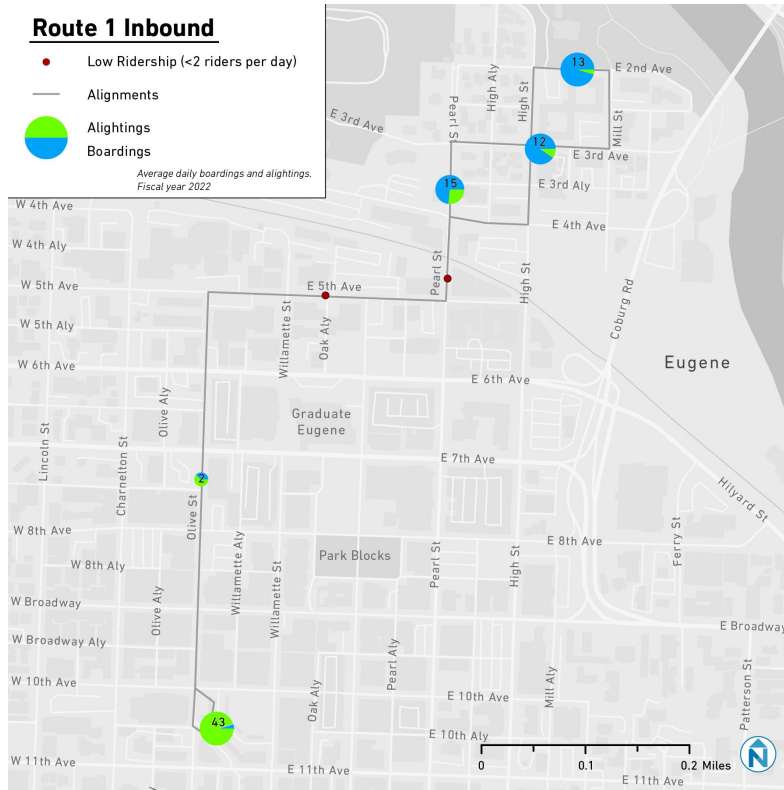
	Weekdays	Saturday	Sunday
Service Span	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.
Headway (peak/midday/eve)	30/60/60	30/30/60	30/30/60
Average Daily Boardings	78	65	46
Boardings per Revenue Hour	15.4	14.2	9.2
Peak Vehicles	1	1	1

Route Strengths

- One of the primary markets is the Campbell Senior Center, which is one of the highest ridership stops.
- Buses run on time, despite multiple at-grade railroad crossings.

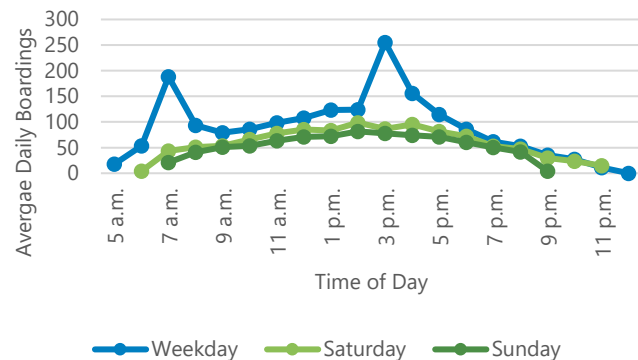
Route Opportunities

- Service is designed for seniors and social service trip types, as Route 1 only runs from 8:30 a.m. to just before 5 p.m.,
- The busiest trips are between 8 and 9 a.m., at the beginning of service, which suggests possible latent demand for earlier service.
- From a system perspective, Route 1 is the second lowest in productivity, or boardings per revenue hour, excluding peak service only routes.
- Potential route modifications could be considered to serve the developing Riverfront District and help supplement ridership on this route.



Route 11 Thurston

Route 11 is a core route serving Springfield from Springfield Station to the Thurston area via Main Street. This is an all-day route operating 7 days a week with 15-minute or better service. Major destinations served include downtown Springfield, Thurston Middle School and Thurston High School.



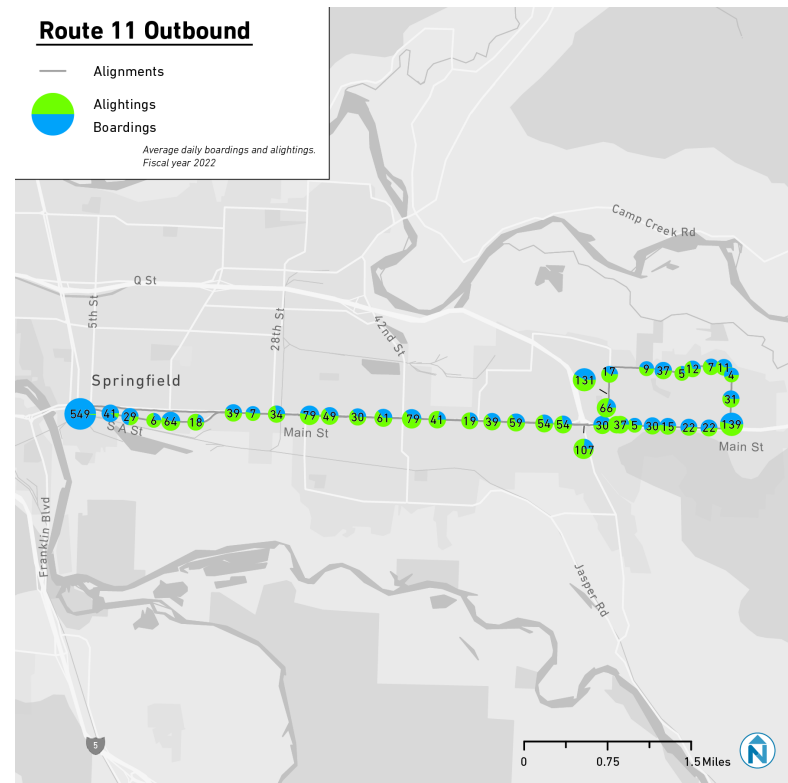
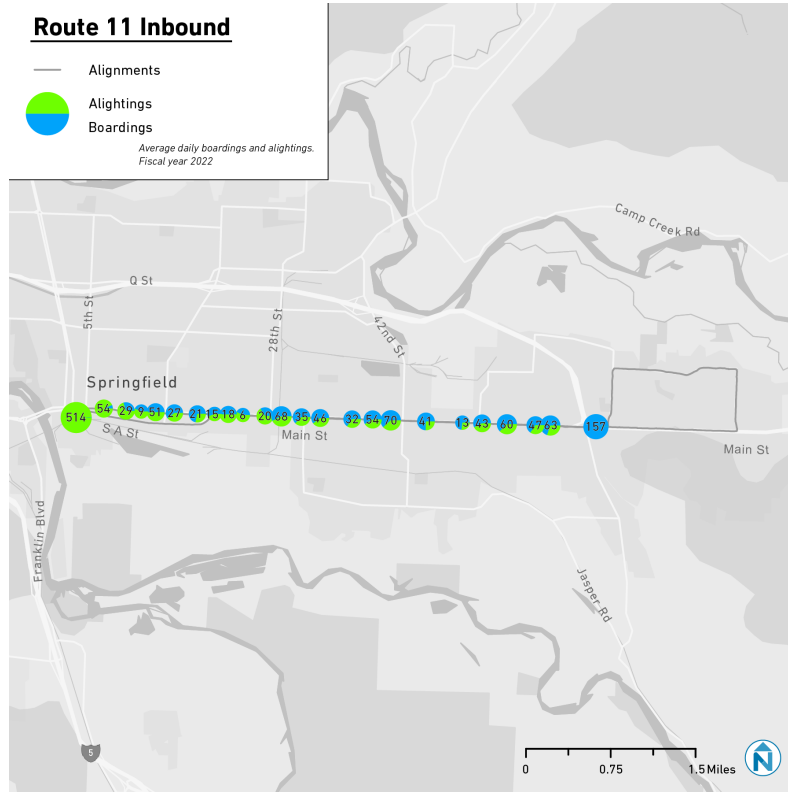
	Weekdays	Saturday	Sunday
Service Span	5:25 a.m. – 12:34 a.m.	6:44 a.m. – 11:46 p.m.	7:22 a.m. – 9:30 p.m.
Headway (peak/midday/eve)	10/20/30	15/15/30	15
Average Daily Boardings	1,763	1,114	874
Boardings per Revenue Hour	30.5	19.9	18.2
Peak Vehicles	5	4	4

Route Strengths

- Route 11 is the second highest ridership route in the LTD network, behind EmX, and has the third highest productivity, behind EmX and Route 79x.
- Stops along the entire length of Main Street in Springfield have strong boarding and alighting activity.
- Ridership peaks at school arrival and dismissal times indicate Route 11 as an important link to Thurston High School and Thurston Middle School. Ridership to and from the schools is largely why productivity on Route 11 is significantly higher on weekdays than on weekend days.
- More than half of Route 11 riders are likely transferring at Springfield Station

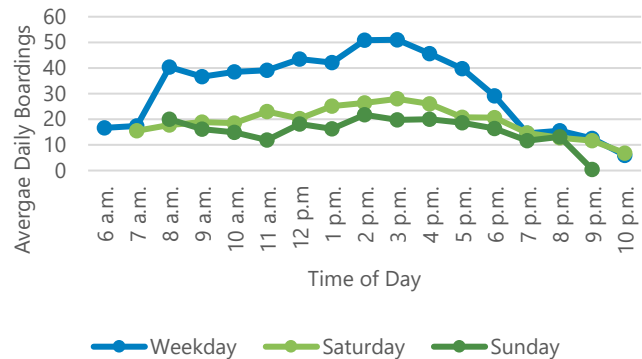
Route Opportunities

- The eastern terminal loop increases travel times for customers, but the need to serve the two schools leaves few other routing options.
- The high ridership at 69th Street and Main Street indicates that demand for service may extend beyond 69th Street.



Route 12 Gateway

Route 12 is a core route that connects downtown Eugene to the Gateway neighborhood in Springfield via Coburg Road, Harlow Road and Gateway Street. The route also extends into northeast Eugene via a terminal loop using Chad Drive, Shadowview, and Crescent Avenue. Route 12 is an all-day core route operating 7 days a week with 30-to 60-minute headways. Major destinations served include Oakway Center, Gateway Mall, the VA clinic, and Crescent Village.



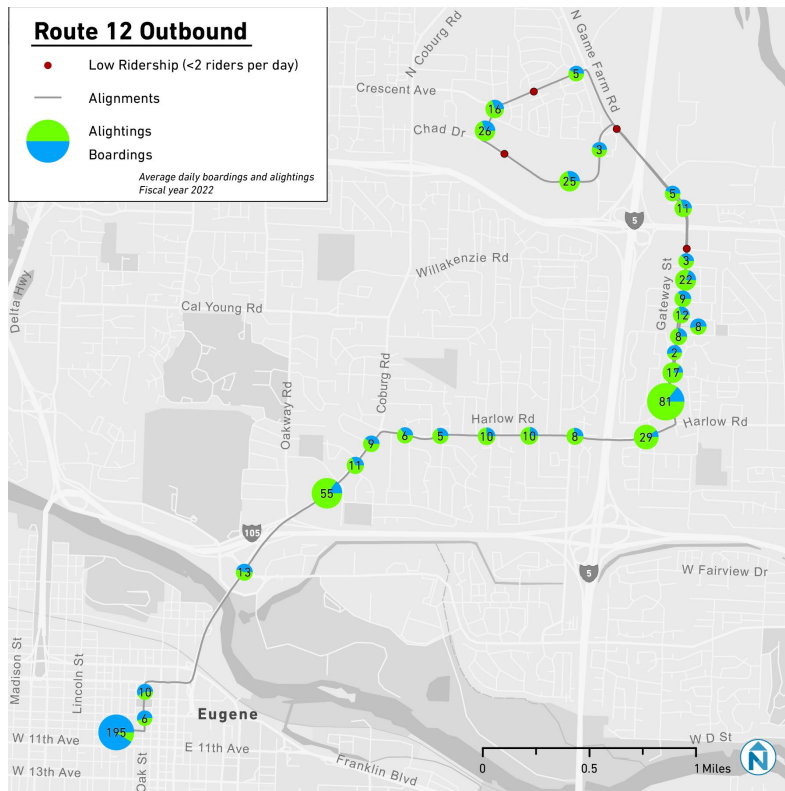
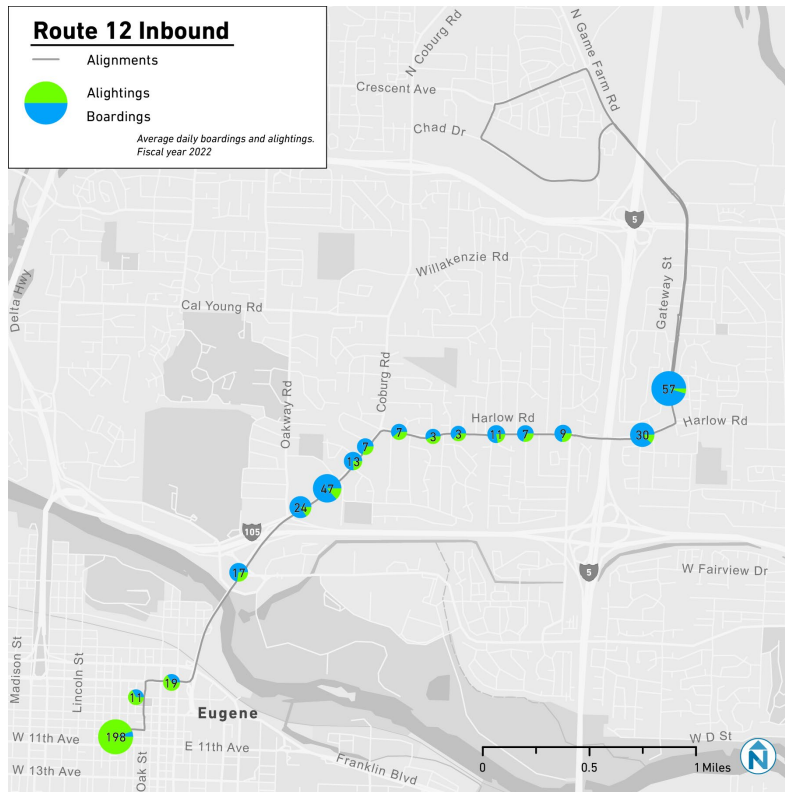
	Weekdays	Saturday	Sunday
Service Span	6:02 a.m. – 10:50 p.m.	7:08 a.m. – 10:50 p.m.	8:07 a.m. – 9:16 p.m.
Headway (peak/midday/eve)	30/60/60	60	60
Average Daily Boardings	545	298	229
Boardings per Revenue Hour	19.0	18.2	16.5
Peak Vehicles	2	1	1

Route Strengths

- There are large ridership generators at both ends of the route (downtown Eugene and Gateway Mall), which supports ridership throughout the route and contributes to similar levels of productivity throughout the week
- Ridership is strong from Gateway Street to Eugene Station, but drops off north of the Beltline.

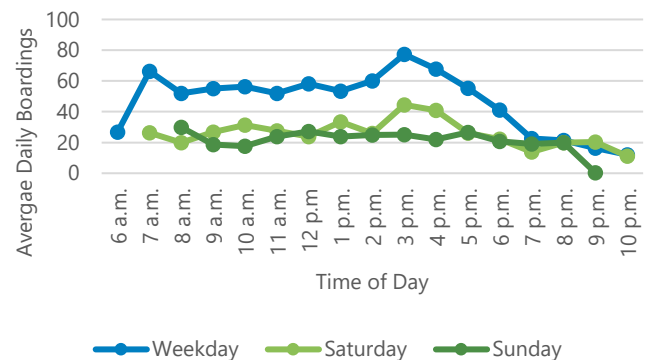
Route Opportunities

- Route 12 duplicates Route 67 OB and 66 IB between Eugene Station and Harlow Road. Buses are scheduled to run back to back, wasting capacity on this segment.
- Actual Inbound running times are consistently less than scheduled running times.



Route 13 Centennial

Route 13 is a core route connecting Eugene and Springfield via MLK Jr Boulevard and Centennial Boulevard. It is an all-day core route operating 7 days a week with 30- to 60-minute headways. Major destinations served include Hamlin Middle School, Springfield High School, and the retail cluster near the Northgate Shopping Center and Olympic St. in Springfield.



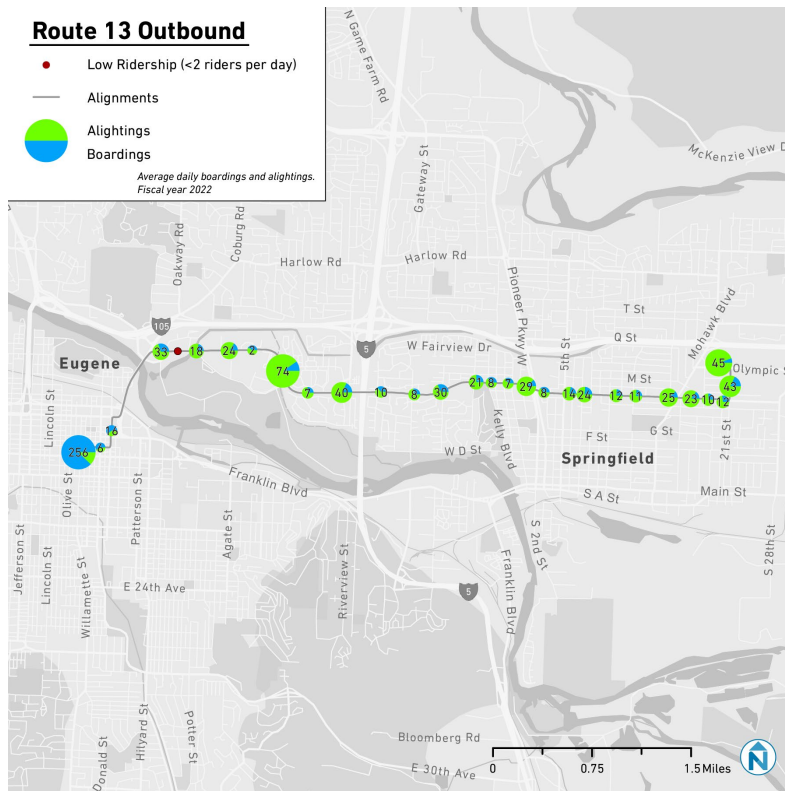
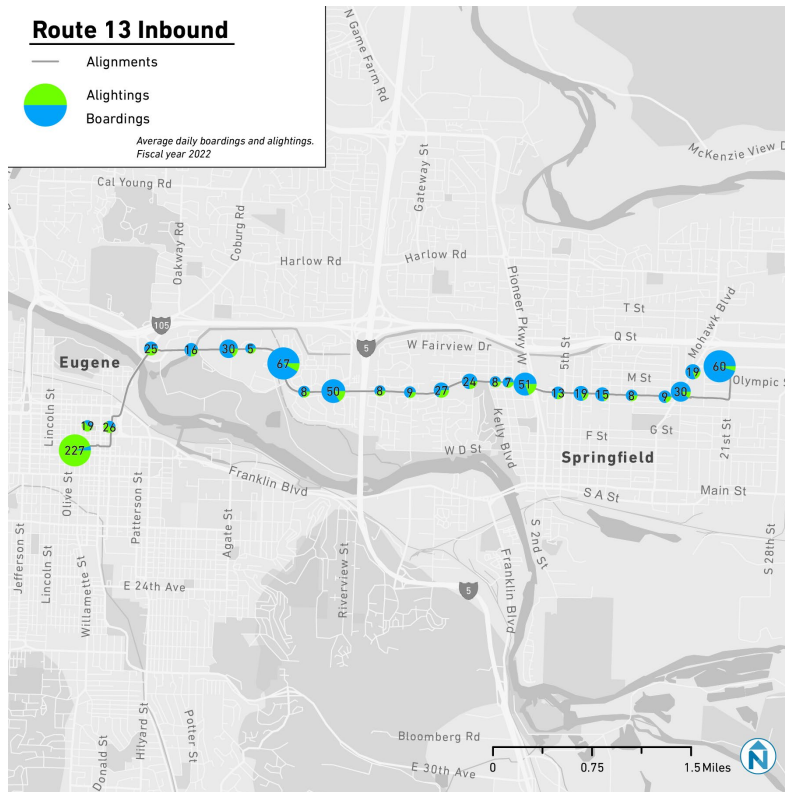
	Weekdays	Saturday	Sunday
Service Span	6:03 a.m. – 10:53 p.m.	7:03 a.m. – 10:53 p.m.	8:04 a.m. – 9:11 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	802	485	322
Boardings per Revenue Hour	26.5	25.2	24.5
Peak Vehicles	2	1	1

Route Strengths

- Provides direct connections between Eugene Station and mid-Springfield. The route terminates at strong destinations on both ends: shopping center with a grocery store in Springfield and downtown Eugene.
- Serves the dense apartments east of Autzen Stadium (also served by Route 79x).
- The highest ridership trips correspond to Springfield High School bell times.

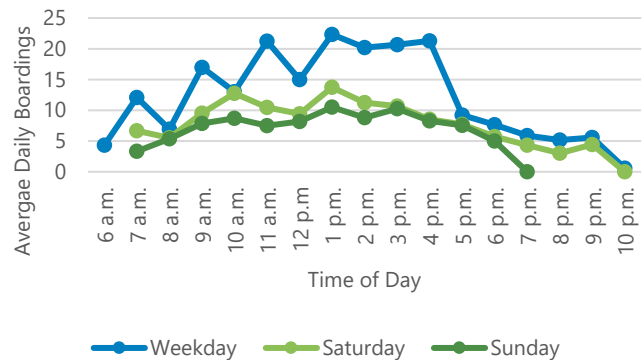
Route Opportunities

- First trips of the day each day have more than 25 boardings, suggesting people may desire earlier morning service, especially on weekends.



Route 17 5th/Hayden Bridge

Route 17 is a community route in Springfield that begins and ends at Springfield Station, and serves the LTD Park and Rides at RiteAid on Marcola Road and Fred Meyer on 5th Street and Q Street. This route operates 7 days a week as a complement to Route 18 traveling clockwise only, with 30- to 60-minute headways on weekdays and 60-minute headways on weekends. Major destinations served include Springfield City Hall, Springfield High School, McKenzie-Willamette Medical Center, and Hamlin Middle School. Route 17 is one of the lowest performing routes in the LTD system, averaging between 17 and 11 passengers per hour, depending on day of week.



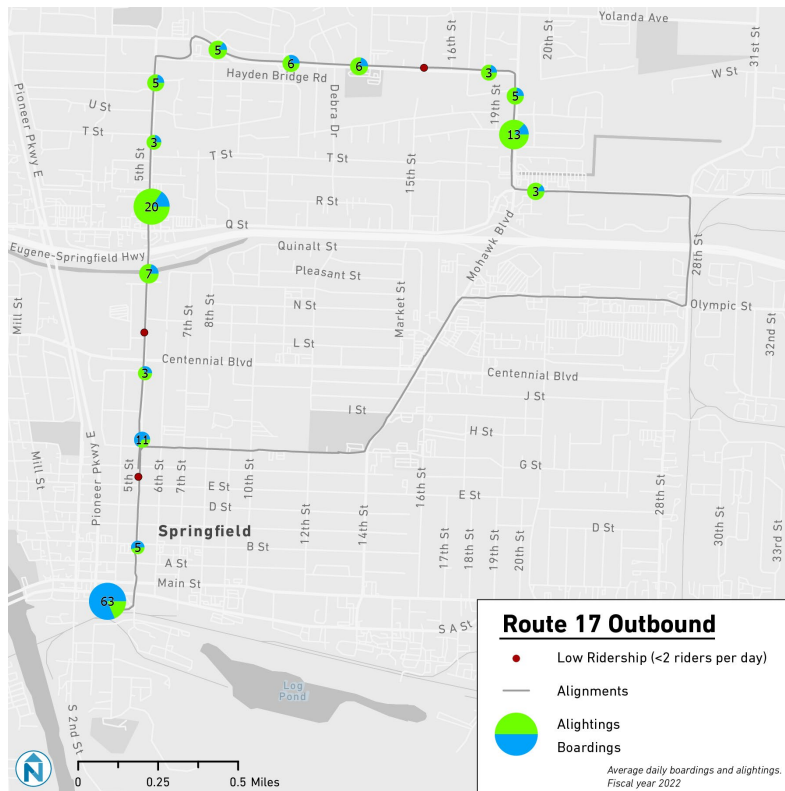
	Weekdays	Saturday	Sunday
Service Span	6:02 a.m. – 9:48 p.m.	8:07 a.m. – 9:34 p.m.	8:10 a.m. – 7:36 p.m.
Headway (peak/midday/eve)	35/40/60	60	60
Average Daily Boardings	212	107	89
Boardings per Revenue Hour	16.6	11.2	13.6
Peak Vehicles	2	1	1

Route Strengths

- Springfield High School bell times are the highest ridership route times.

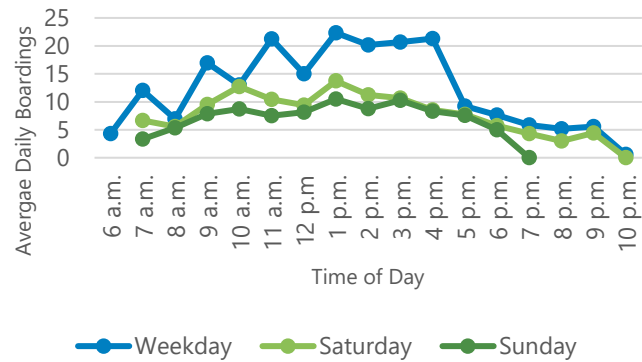
Route Opportunities

- The one-way loop could be confusing as this route travels clockwise and Route 18 travels counterclockwise, but the two routes don't exactly duplicate each other.
- Inconsistent weekday headways may make it difficult to make plans using this route, particularly as large number of patrons transfer at Springfield Station.
- Sunday productivity is higher than Saturday.
- Outbound trips are more likely to be late, based on running times.



Route 18 Mohawk

Route 18 is a community route in Springfield that begins and ends at Springfield Station and serves the LTD Park and Rides at RiteAid on Marcola Road, Fred Meyer on 5th Street and Q Street, and Walmart on Olympic Street and 28th Street. It operates 7-days a week as a complement to Route 17 traveling counterclockwise only, with 30- to 60-minute headways on weekdays and 60-minute headways on weekends. Major destinations served include Springfield City Hall, McKenzie-Willamette Medical Center, and Springfield High School.



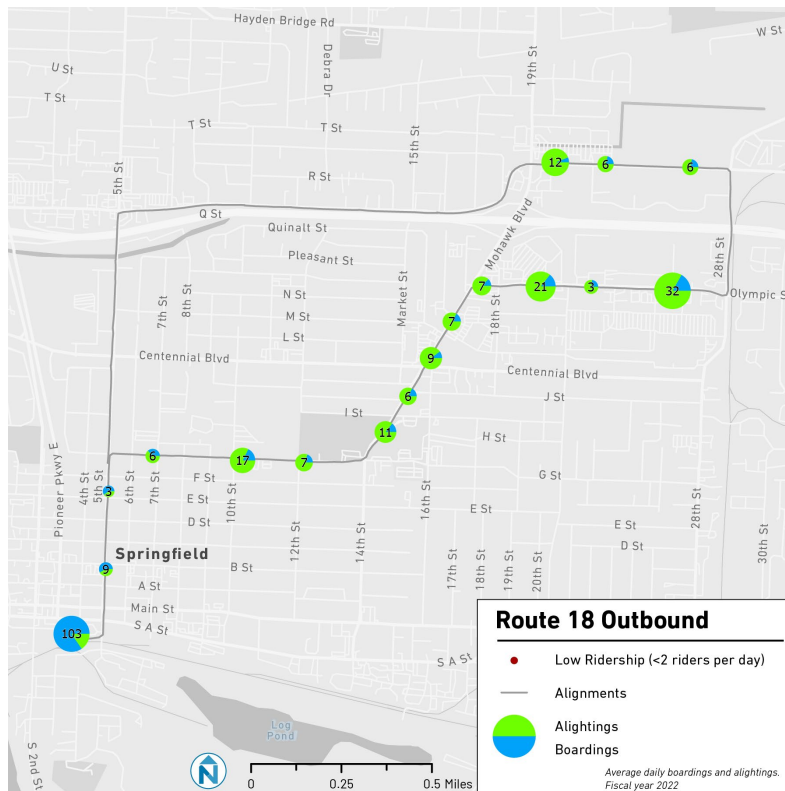
	Weekdays	Saturday	Sunday
Service Span	6:29 a.m. – 10:14 p.m.	7:40 a.m. – 10:01 p.m.	7:41 a.m. – 7:04 p.m.
Headway (Minutes)	40/40/60	60/60	60/60
Average Daily Boardings	212	144	98
Boardings per Revenue Hour	16.9	19.6	16.1
Peak Vehicles	1	1	1

Route Strengths

- Saturday productivity is higher than weekday.
- Ridership on Route 18 is slightly higher than Route 17 on weekends.

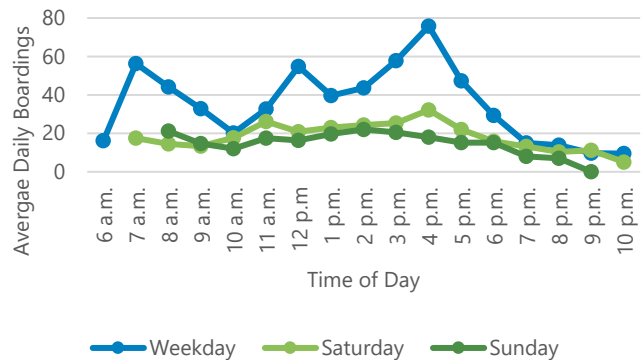
Route Opportunities

- The one-way loop could be confusing as this route travels counterclockwise and Route 17 travels clockwise, but the two routes don't exactly duplicate each other.
- Inconsistent weekday headways may make it difficult to make plans using this route, particularly as large number of patrons transfer at Springfield Station.
- Saturday productivity is higher than weekday productivity



Route 24 Donald

Route 24 is a core route connecting Eugene Station to South Eugene via Willamette Street and Donald Street with a terminal loop via E. 46th Avenue and Fox Hollow Road. This route operates 7 days a week on mostly 30-minute peak headways and 60-minute off-peak headways on weekends. Major destinations served include the Willamette Street corridor south of downtown Eugene, the Woodland Station Shopping Center, South Eugene High School (a few blocks to the east), and Spencer Butte Middle School. The LTD Park and Ride at Church of the Harvest is also served on the south end of the route.



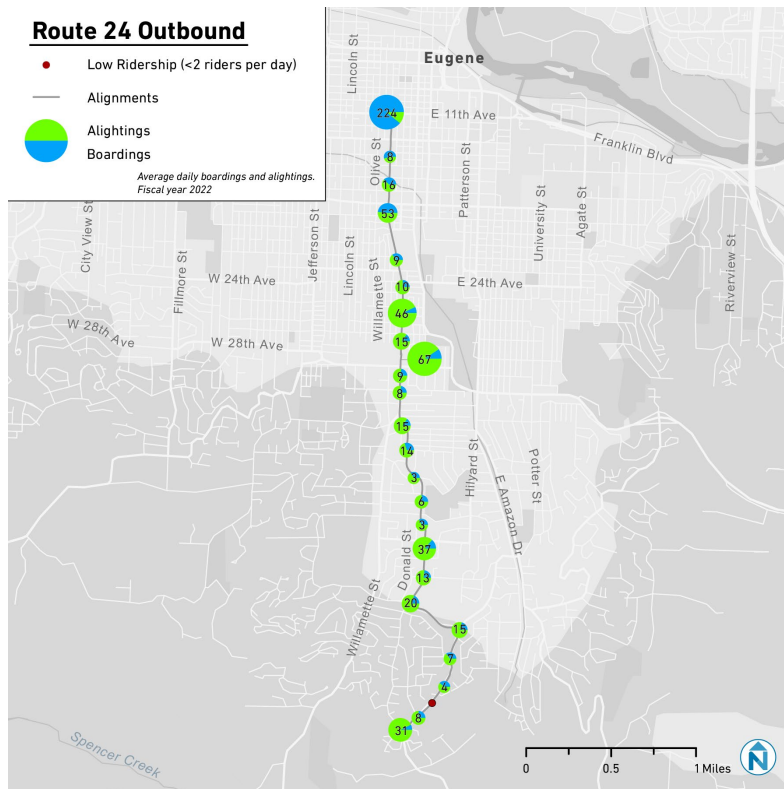
	Weekdays	Saturday	Sunday
Service Span	6:06 a.m. – 10:54 p.m.	7:05 a.m. – 10:54 p.m.	8:05 a.m. – 9:05 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	580	339	202
Boardings per Revenue Hour	26.8	23.4	17.8
Peak Vehicles	2	1	1

Route Strengths

- Route 24 serves South Eugene High School and Spencer Butte Middle School, with evident ridership peaks at school arrival and dismissal times.
- Route 24 is the 5th highest route in terms of weekday and Saturday productivity.

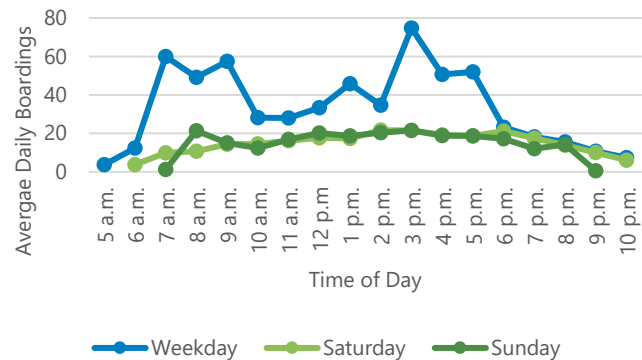
Route Opportunities

- Ridership south of W. 29th Avenue is notably lower than north of W. 29th Avenue except for Safeway south of E. 40th Avenue and several large apartment complexes near Donald Street and Fox Hollow Road.
- Ridership during the first trip of the day on Saturdays and Sundays is around 20 passengers, suggesting that riders might desire earlier morning trips on weekends.



Route 28 Hilyard

Route 28 is a core route connecting Eugene Station and UO to South Eugene via Hilyard Street/Patterson Street and Amazon Drive. This route operates 7 days a week with 30-minute peak headways, and 60-minute headways off-peak and on weekends. Major destinations served include UO, Sacred Heart Medical Center, South Eugene High School, Roosevelt Middle School, Hilyard Community Center, and Amazon Community Center. Major transfer locations to other LTD routes are at UO Station and at Eugene Station.



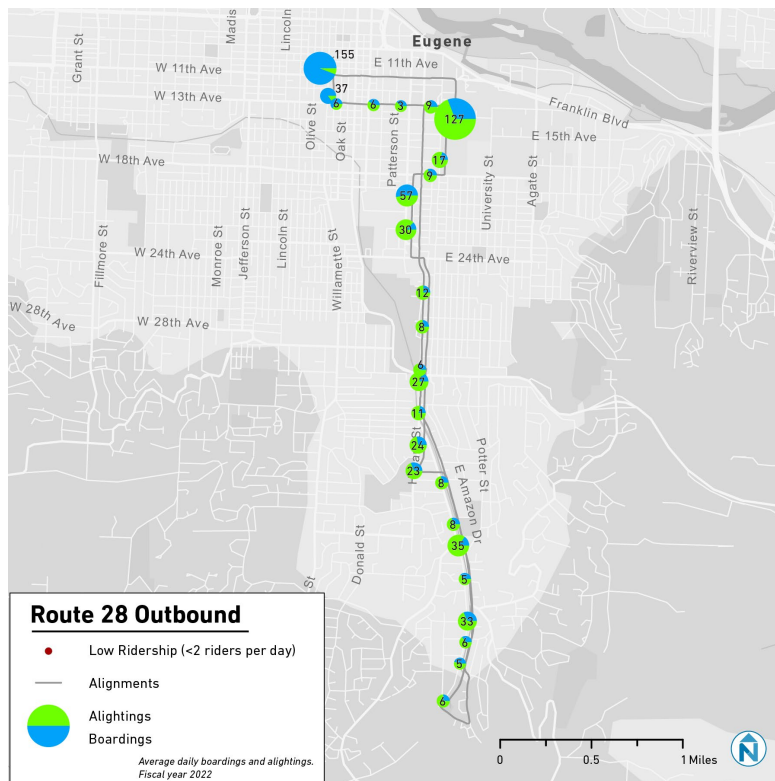
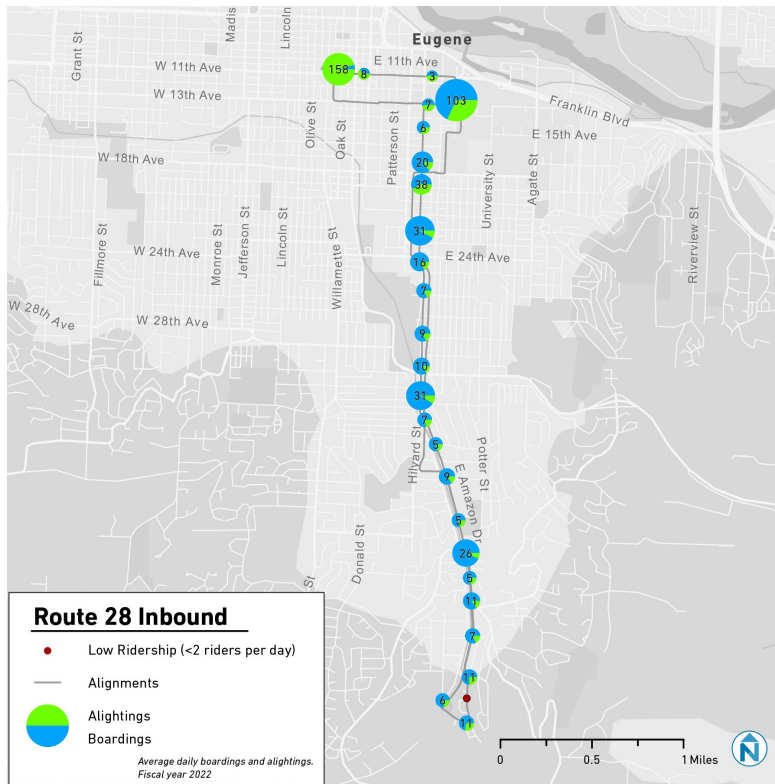
	Weekdays	Saturday	Sunday
Service Span	5:52 a.m. – 10:59 p.m.	6:52 a.m. – 10:58 p.m.	7:57 a.m. – 9:15 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	663	300	228
Boardings per Revenue Hour	27.7	19.4	19.8
Peak Vehicles	2	1	1

Route Strengths

- Route serves UO, with high ridership at UO Station. UO Station is the second highest ridership stop on the route.
- Route serves South Eugene High School and Roosevelt Middle School with evident ridership peaks at school arrival and dismissal times.
- Route is 4th in terms of productivity, with 28 riders per revenue hour on weekdays.

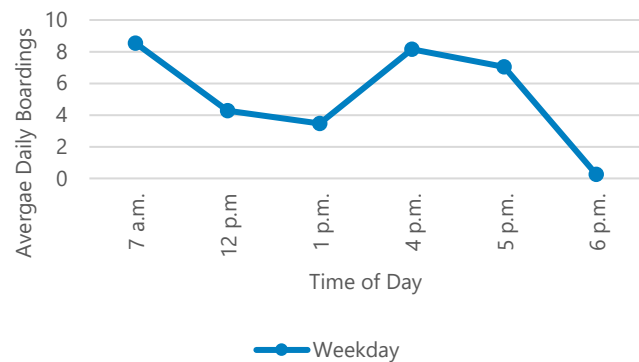
Route Opportunities

- On-time performance is significantly below average on weekdays.
- The UO Station deviation, while generating good ridership, is circuitous, especially in the southbound direction.



Route 33 Jefferson

Route 33 is a community route serving Eugene from Eugene Station to Amazon Station via Jefferson Street, W 24th Avenue, Chambers Street, and W 28th Avenue. This route operates limited weekday service with one morning trip, one midday trip, and two evening trips per day in each direction. Major destinations served include the Arts and Technology Academy, the Woodfield Station shopping center, and the Park and Ride at Amazon Station.



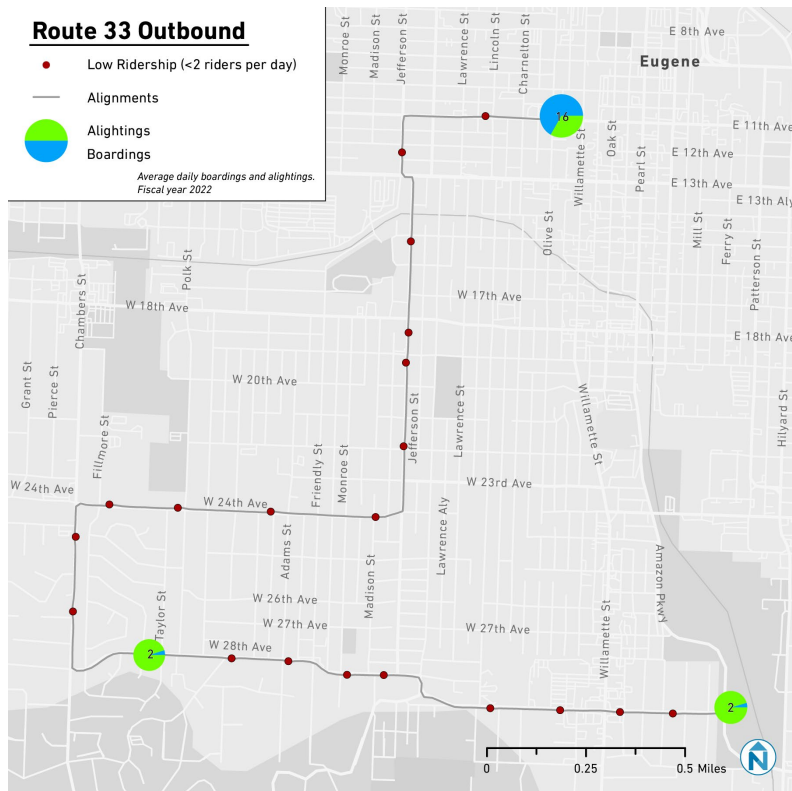
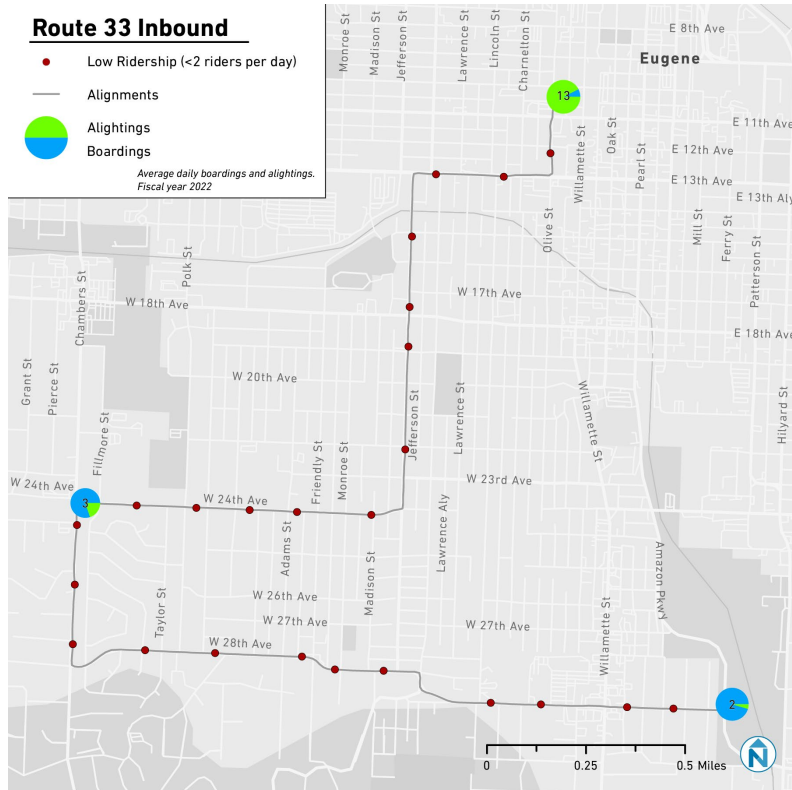
	Weekdays	Saturday	Sunday
Service Span	7:15 a.m., 12:45 p.m., 4:30 p.m. 5:30 p.m.	N/A	N/A
Headway (peak/midday/eve)	4 round trips daily	N/A	N/A
Average Daily Boardings	32	N/A	N/A
Boardings per Revenue Hour	3.9	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Strengths

- Route provides coverage to the Friendly neighborhood, which is not otherwise served by transit.

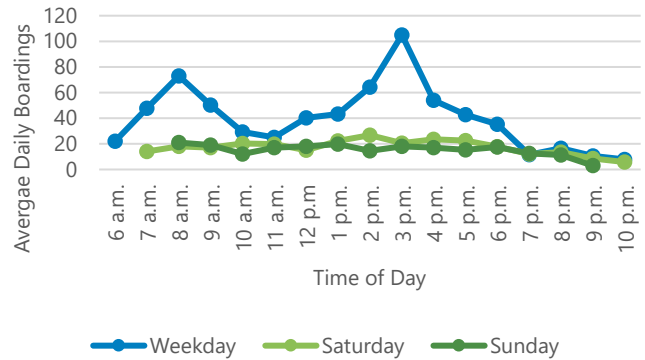
Route Opportunities

- Four round trips on weekdays is inadequate for almost any trip type other than schools.
- Ridership activity greater than 2 passengers per day only occurs at Eugene Station, Amazon Station, 28th and Almaden, and 24th and Chambers. Ridership activity is extremely low at all other stops along the route.
- The area served by Route 33 could potentially be better served with other mobility options that could offer better flexibility and coverage.



Route 36 W 18th

Route 36 is a core route connecting Eugene Station to West Eugene via W 18th Avenue and S. Bertelsen Road. This route operates 7 days a week with 30- to 60-minute headways. Major destinations served include Westmoreland City Park, Churchill High School, and the LTD Park and Ride at Willamette Christian Center and Commerce St. retail areas.



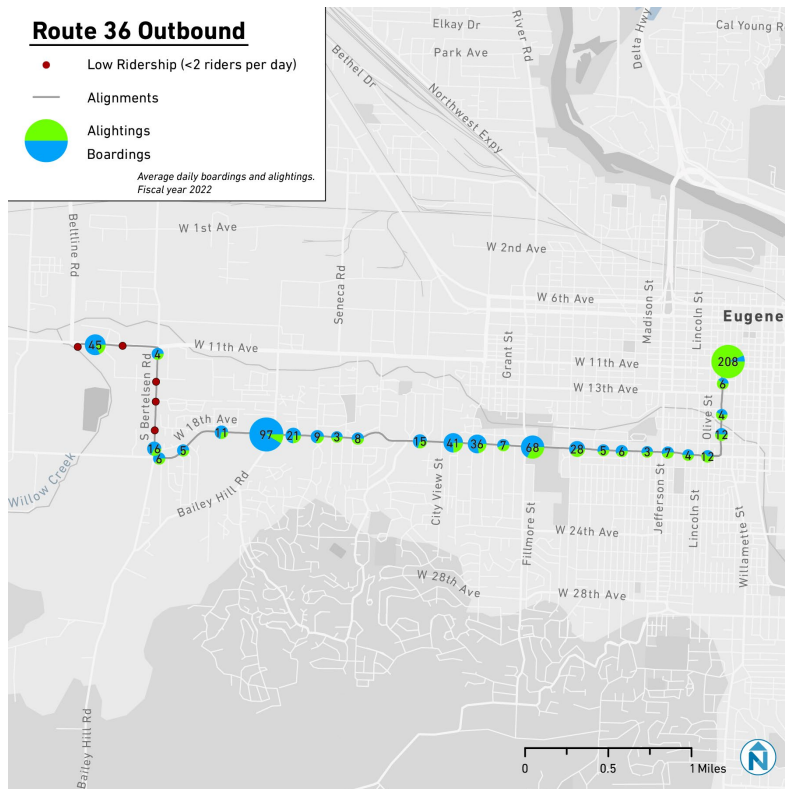
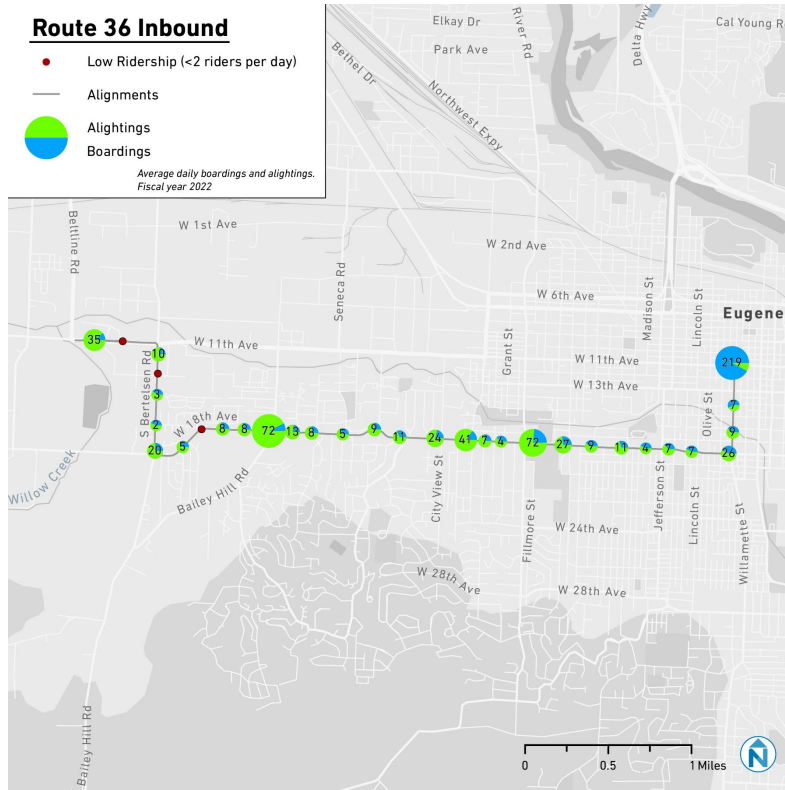
	Weekdays	Saturday	Sunday
Service Span	6:06 a.m. – 10:47 p.m.	7:06 a.m. – 10:47 p.m.	8:06 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	720	292	214
Boardings per Revenue Hour	26.7	20.2	16.8
Peak Vehicles	3	1	1

Route Strengths

- Route serves Churchill High School with evident ridership peaks at school arrival and dismissal times. 15-minute headways during afternoon trips provide more frequent service to accommodate higher passenger loads around the high school (primarily for inbound trips).
- Route 36 is ranked 6th in weekday and Saturday productivity.

Route Opportunities

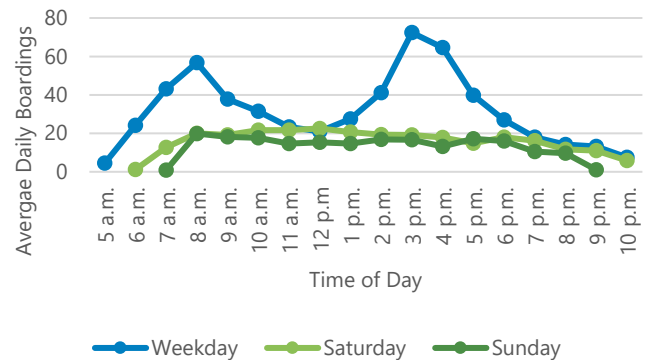
- On-time performance on outbound trips in the late morning and early afternoon could be improved.
- Headways on weekends are every 60-minutes, which provides less frequent service through downtown Eugene on weekends.
- Ridership west of Bailey Hill Road is low, with the exception of the final stops on 11th Avenue.



Route 40 Echo Hollow

Route 40 is a core route connecting Eugene Station to the Bethel-Danebo neighborhood in northwest Eugene via W 5th Avenue, Roosevelt Boulevard, and Echo Hollow Road. This route operates 7 days a week with 30-minute peak headways and 60-minute headways off-peak and on weekends.

Major destinations served include the Market District, Amtrak Station, Whiteaker neighborhood, Cascade Middle School, Willamette High School, the LTD Park and Ride at Allison Park Christian Church, Big Lots and WinCo.



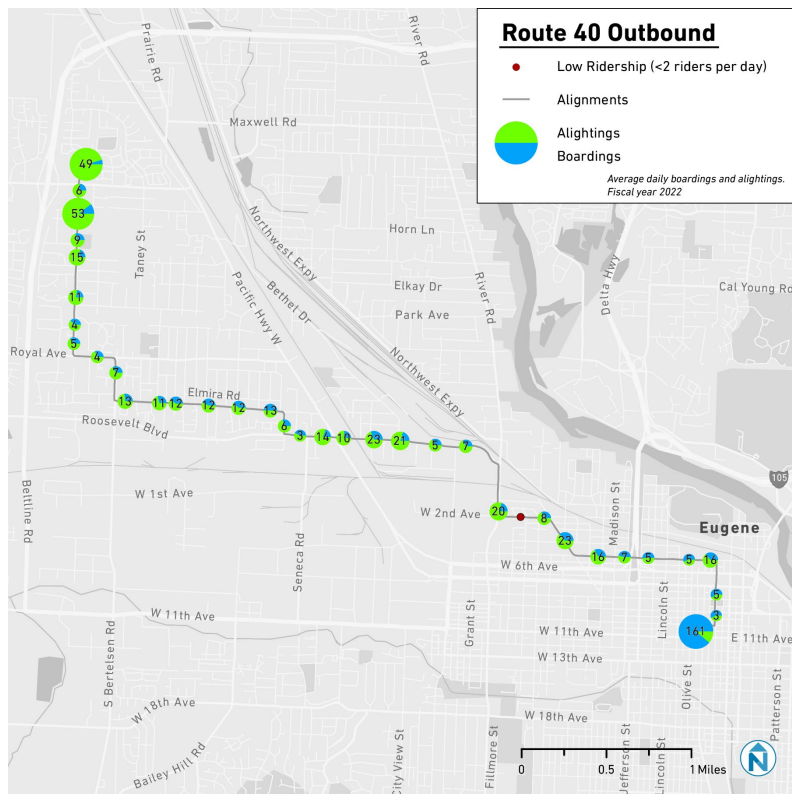
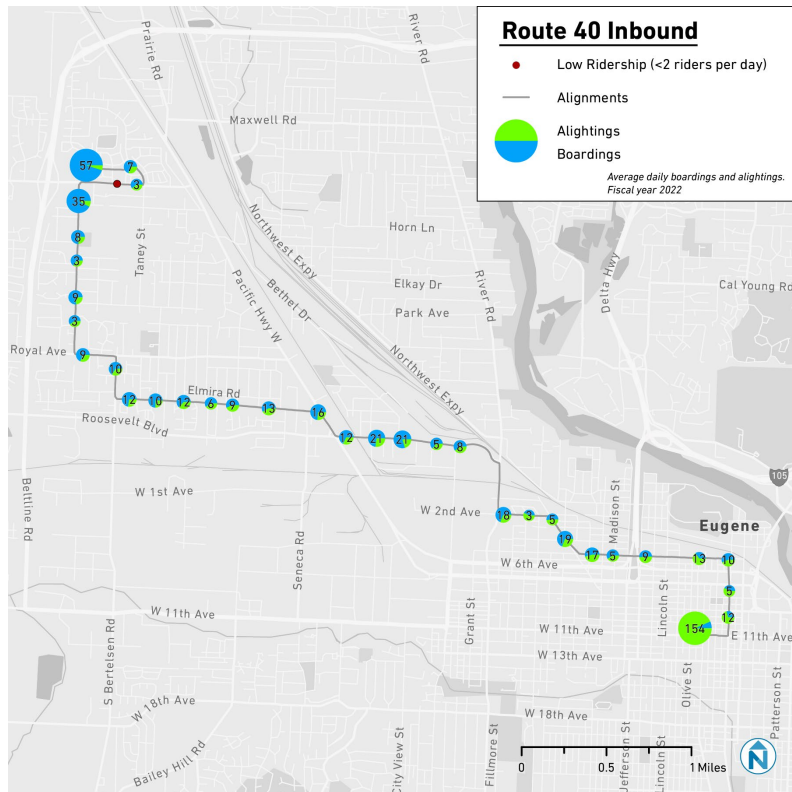
	Weekdays	Saturday	Sunday
Service Span	5:57 a.m. – 10:55 p.m.	6:53 a.m. – 10:54 p.m.	7:52 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	15/30/60	60	60
Average Daily Boardings	580	286	226
Boardings per Revenue Hour	18.9	15.7	14.8
Peak Vehicles	4	2	2

Route Strengths

- Route serves Willamette High School and Cascade Middle School (located adjacent to each other) with evident ridership peaks at school arrival and dismissal times.
- Productivity on Route 40 is average compared to all routes, rating 13th out of 20 all-day routes.
- Route has a strong destinations at the north end of the route, including medical offices, Big Lots, WinCo Foods and several large apartment complexes.

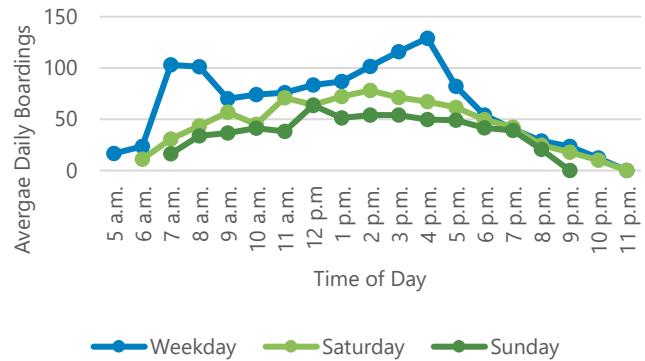
Route Opportunities

- Route 40 is circuitous, making multiple stairsteps between Echo Hollow and downtown Eugene.



Route 41 Barger/Commerce

Route 41 is a core route connecting Eugene Station to West Eugene via Highway 99, Barger Road, and N Terry Street. This route operates 7 days a week with 15- to 30-minute peak headways, 60-minute off-peak headways and 30- to 60-minute headways on weekends. Major destinations served include Shasta Middle School, Willamette High School, Kalapuya High School, and the LTD Park and Ride at Eugene Faith Center.



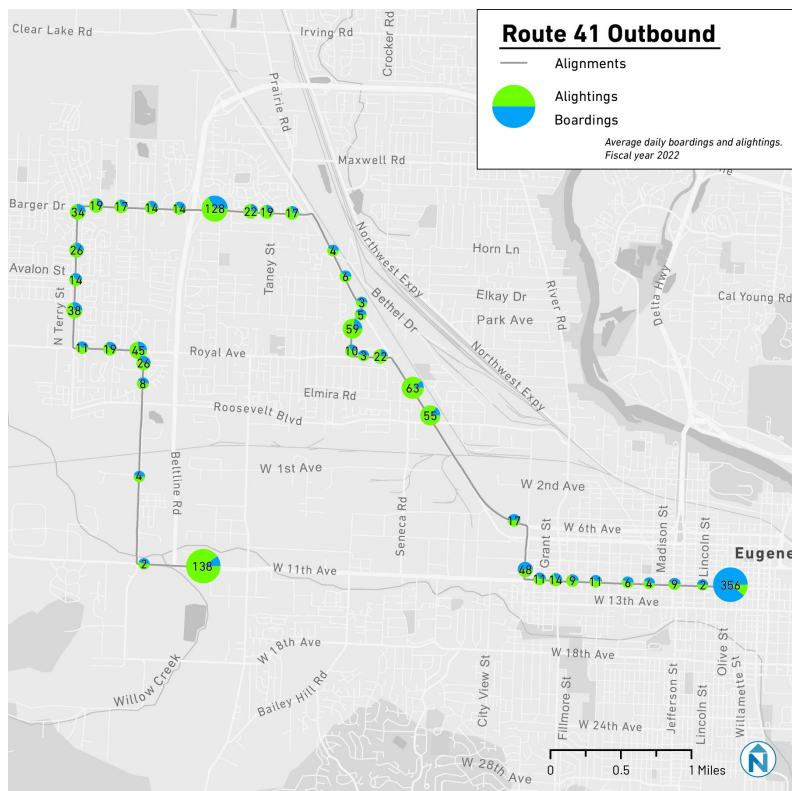
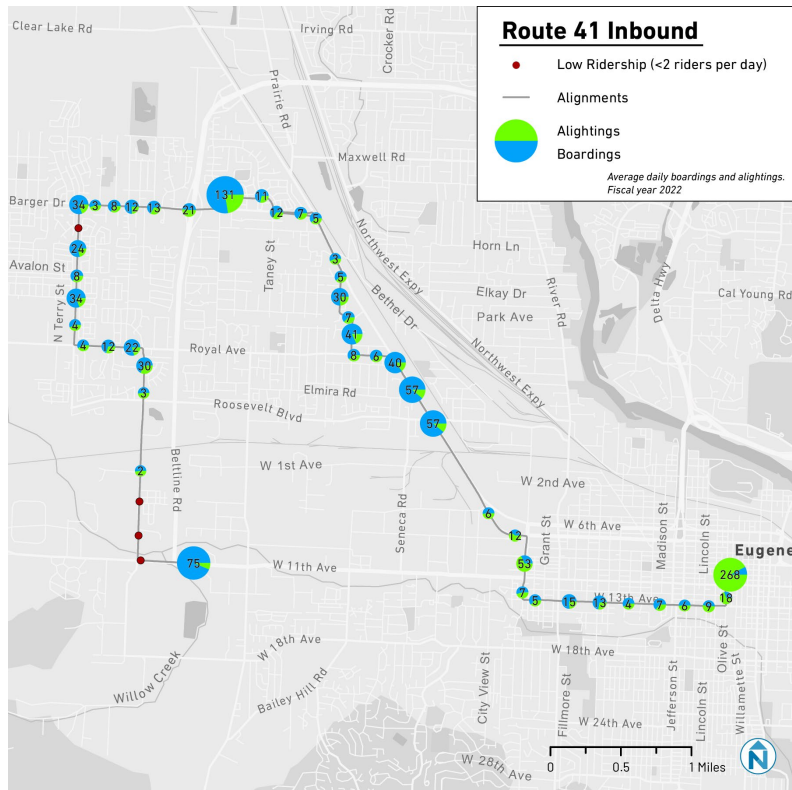
	Weekdays	Saturday	Sunday
Service Span	5:31 a.m. – 11:01 p.m.	6:30 a.m. – 11:02 p.m.	7:24 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	15/30/60	30/30/60	30/30/60
Average Daily Boardings	1323	899	654
Boardings per Revenue Hour	23.3	19.5	18.8
Peak Vehicles	6	4	4

Route Strengths

- 15-minute headways during peaks provides passengers with convenient and attractive service.
- Route serves Willamette High School, Shasta Middle School, Kalapuya High School, and Prairie Mountain School with evident ridership peaks at school arrival and dismissal times.
- Route 41 is in the upper third of productivity among routes.

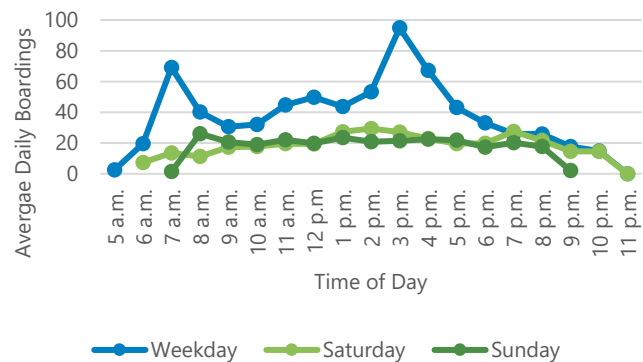
Route Opportunities

- Route 41 is one of LTD's longer routes with a 90-minute cycle time.
- While a connection to the EmX route and other retail in this area is a strong destination, the segment south of Royal Avenue (about 20% of the length of the route) has very low ridership.



Route 51 Santa Clara

Route 51 is a core route connecting Eugene Station to North Eugene, mostly via River Road. This route operates 7 days a week with 30-minute peak headways, 60-minute off-peak headways and 60-minute headways on weekends. Transfers to Routes 52 and 55 are available at Santa Clara Station. Major destinations served include North Eugene High School, Fred Meyer, Albertsons, and the LTD Park and Ride at St. Matthew's Episcopal Church.



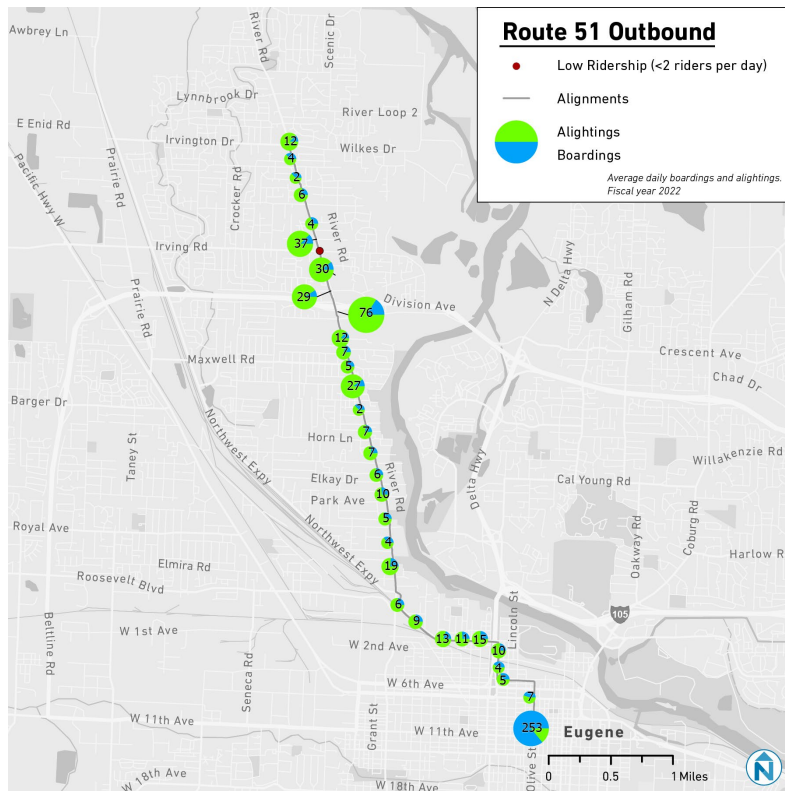
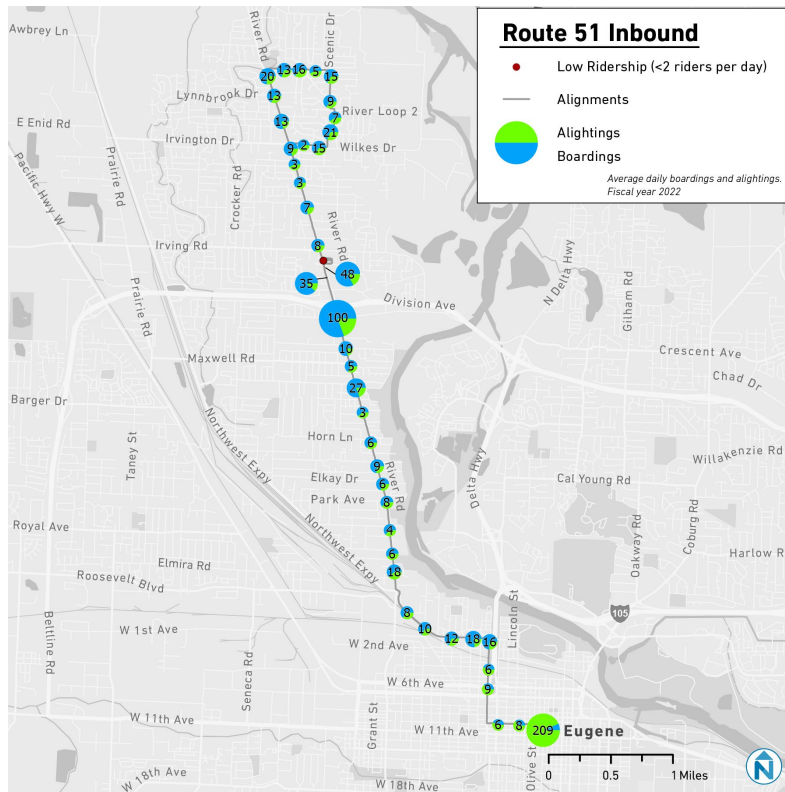
	Weekdays	Saturday	Sunday
Service Span	5:52 a.m. – 11:08 p.m.	6:45 a.m. – 11:10 p.m.	7:55 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	709	340	319
Boardings per Revenue Hour	20.0	17.6	20.1
Peak Vehicles	3	2	2

Route Strengths

- Routes 51 and 52 combined service provides almost every 15-minute service on weekdays and almost every 30-minute service on weekends between Santa Clara Station and Eugene Station.
- Route serves North Eugene High School, with evident ridership peaks at school arrival and dismissal times.

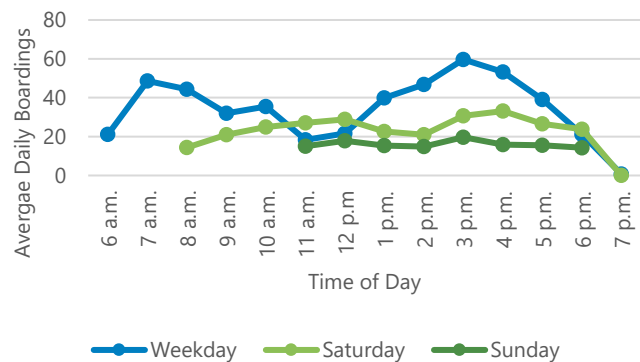
Route Opportunities

- The terminal loop at the northern termini has relatively strong ridership given the one-way alignment. The terminal loop has very close stop spacing, which may add additional running time.
- The in- and outbound alignments out of Eugene Station are a big loop.
- Outbound on-time performance is not as good as inbound
- Routes 51 and 52's schedules and alignments are not fully integrated between Santa Clara and downtown Eugene. Passengers could benefit from an identical alignment serving Eugene Station and better schedule consistency, particularly on Saturdays.



Route 52 Irving

Route 52 is a core route connecting Eugene Station to North Eugene, mostly via River Road. This route operates 7 days a week with 30- to 60-minute weekday headways and 60-minute headways on weekends. Transfers to Routes 51 and 55 are available at Santa Clara Station. Major destinations served include North Eugene High School, and Fred Meyer.



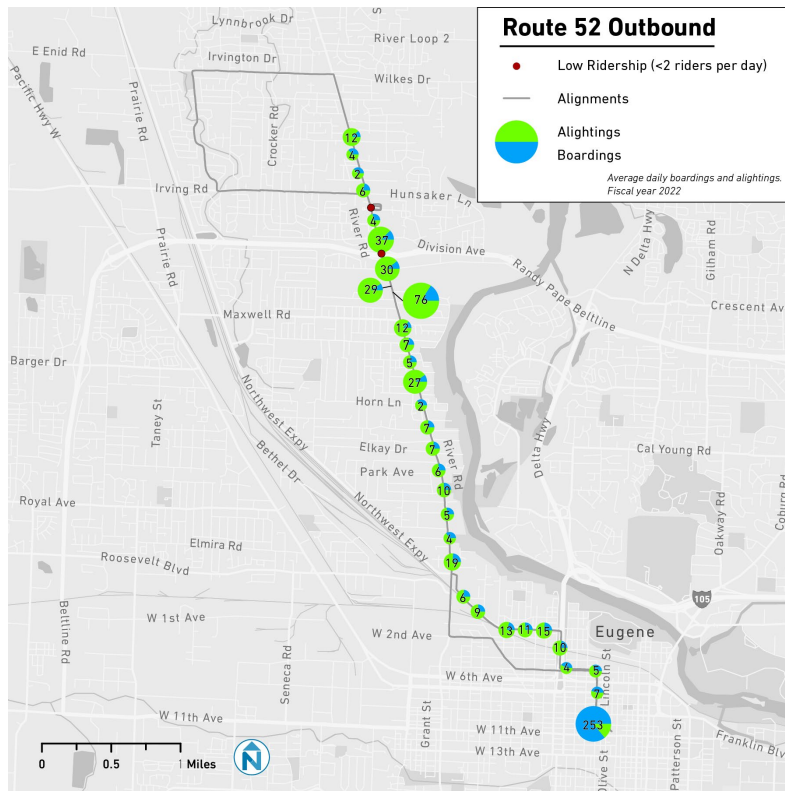
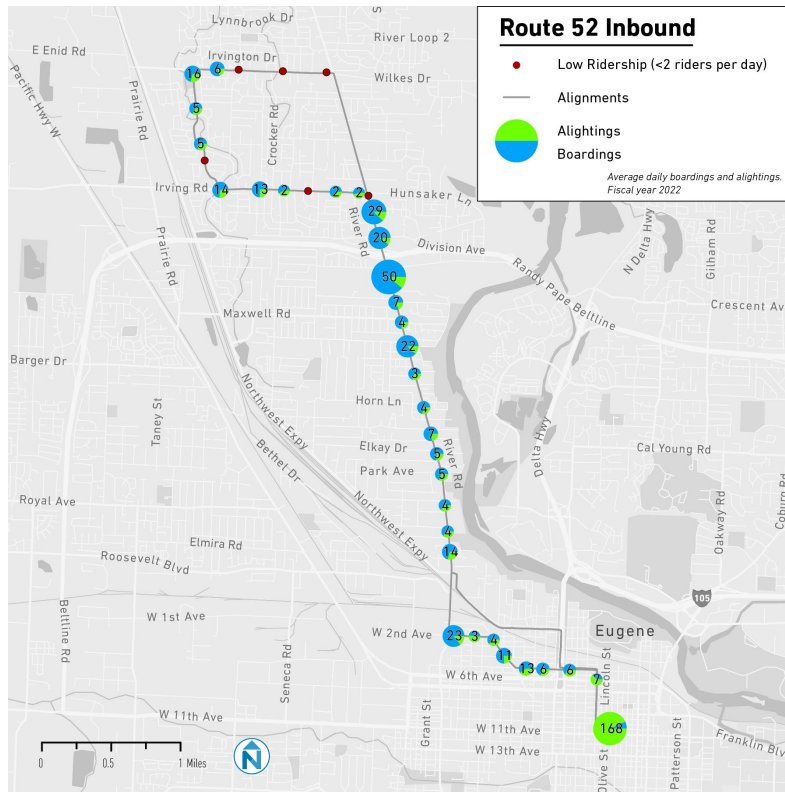
	Weekdays	Saturday	Sunday
Service Span	6:38 a.m. – 7:25 p.m.	8:00 a.m. – 7:05 p.m.	11:00 a.m. – 6:55 p.m.
Headway (peak/midday/eve)	30/30/30	60	60
Average Daily Boardings	472	276	130
Boardings per Revenue Hour	16.8	17.7	11.1
Peak Vehicles	3	2	2

Route Strengths

- Routes 51 and 52 combined service provides almost every 15-minute service on weekdays and almost every 30-minute service on weekends between Santa Clara Station and Eugene Station.
- Route provides important service to North Eugene High School, as evidenced by large ridership peaks during school arrival and dismissal times.

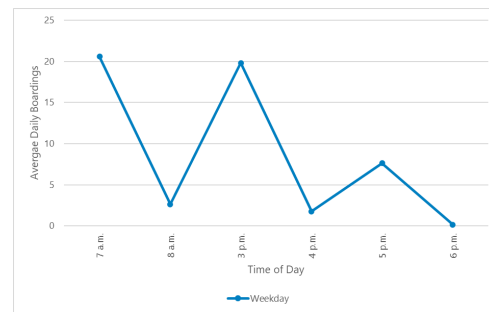
Route Opportunities

- The terminal loop at the north end of the route has very low ridership on the Irvington Drive segment.
- Weekend service span is shorter than Route 51 on both Saturdays and Sundays. Route 51 covers only part of the stops at these times.
- Routes 51 and 52's schedules and alignments are not fully integrated between Santa Clara and downtown Eugene. Passengers could benefit from an identical alignment serving Eugene Station and better schedule consistency, particularly on Saturdays.
- Fourth lowest productivity in the LTD network, lacking a large anchor near the northern terminus of the route.



Route 55 North Park

Route 55 is a limited route that connects Eugene Station to Santa Clara Station and is provided largely for high school-related trips. This peak-only route operates 1 morning and 1 afternoon trip per day. Major destinations served include Kelly Middle School and North Eugene High School.



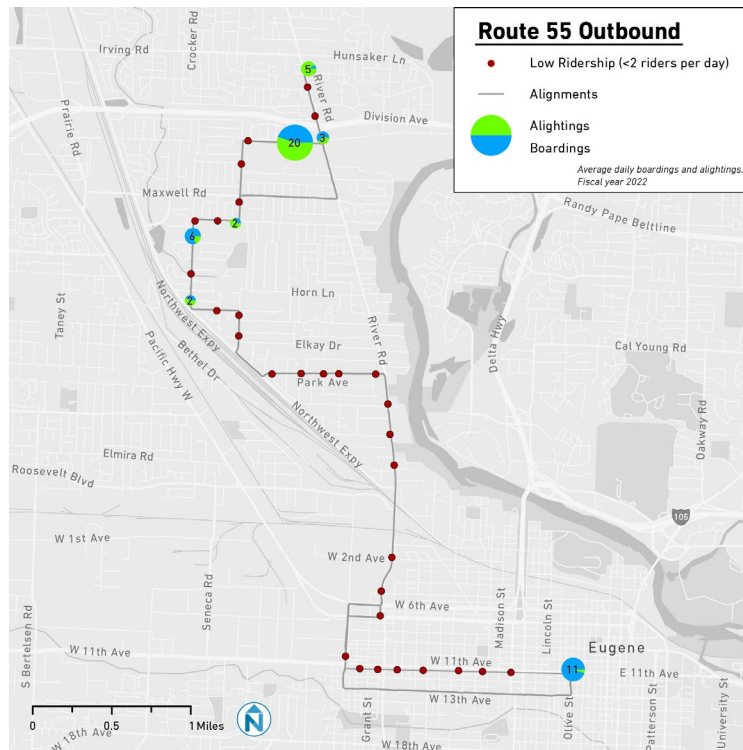
	Weekdays	Saturday	Sunday
Service Span	7:15 a.m. – 8:25 a.m. 3:15 p.m. – 4:25 p.m.	N/A	N/A
Headway (peak/midday/eve)	1 morning / 1 afternoon trip	N/A	N/A
Average Daily Boardings	48	N/A	N/A
Boardings per Revenue Hour	12.0	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Strengths

- Route 55 is heavily utilized by North Eugene High School students, and to a lesser degree Kelly Middle School, as indicated by boarding activity near both schools.
- This is the most highly utilized route of the limited/rural routes.

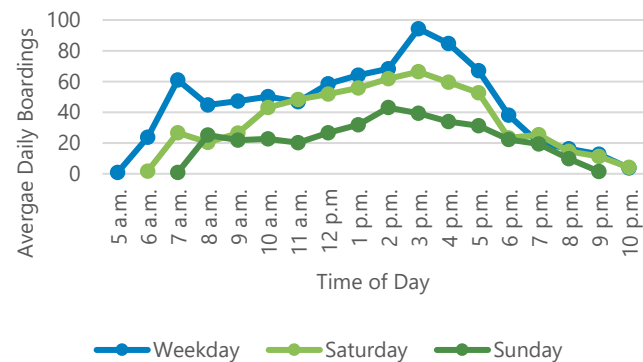
Route Opportunities

- Only operates one round trip per day, otherwise the River Road neighborhood is not served by transit.
- Most stops on the route are not generating riders.
- Route 55 has the most late trips of any other LTD route.
- Outbound ridership is significantly higher than inbound ridership.



Route 66 VRC/Coburg

Route 66 is a core route beginning and ending at Eugene Station, traveling counter-clockwise and serving Northeast Eugene via Coburg Road, Crescent Avenue, and Goodpasture Island Road. It is a complement to Route 67 that operates in the clockwise direction along a very similar alignment. The route operates 7 days a week with 20- to 30-minute peak headways, 60-minute off peak headways, 30- to 60-minute headways on Saturdays and 60-minute headways on Sunday. Major destinations served include Valley River Center, Sheldon High School, Delta Oaks Shopping Center, Cal Young Middle School, Marist Catholic High School, Crescent Village, Sheldon Plaza, and Oakway Center.



	Weekdays	Saturday	Sunday
Service Span	6:04 a.m. – 10:20 p.m.	7:04 a.m. – 10:17 p.m.	8:00 a.m. – 9:13 p.m.
Headway (peak/midday/eve)	20/30/60	30/30/60	60
Average Daily Boardings	792	635	345
Boardings per Revenue Hour	22.3	25.5	24.9
Peak Vehicles	4	2	1

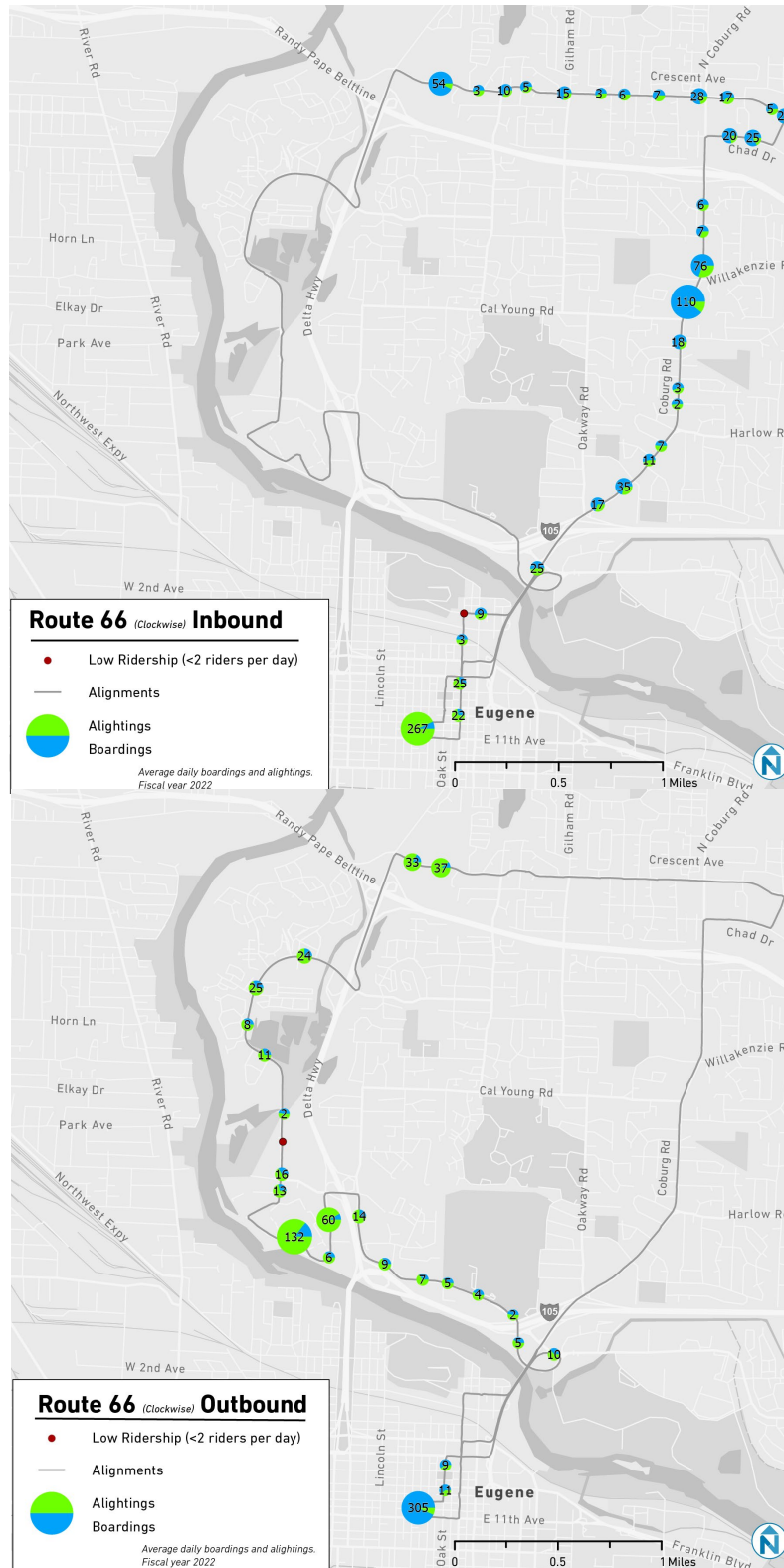
Route Strengths

- Well utilized by Sheldon High School students, indicated by ridership increases around school arrival and dismissal times.
- Route serves many shopping centers and grocery stores, including Valley River Center, Walmart, WinCo Foods, Costco, Safeway, Market of Choice, Trader Joe's and Albertsons.
- Weekend productivity is excellent.

Route Opportunities

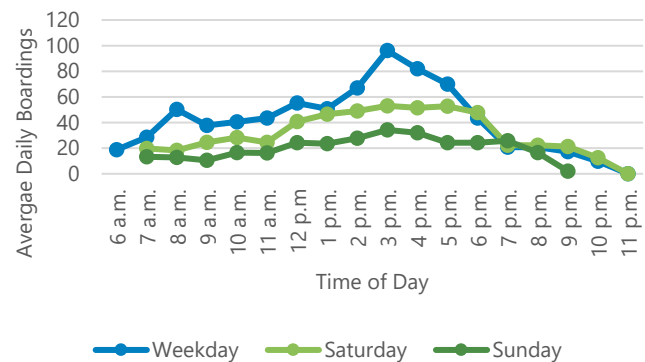
- Routes 66 and 67 leave Eugene Station at the same time, limiting opportunities for more frequent service to north Eugene. Route 12 also duplicates the Eugene Station to Harlow Road segment.
- Route 66 serves the Market District when Route 1 is not operating, which increases travel times for most riders.

- Valley River Center Station service requires a long deviation and travel through parking lots.



Route 67 Coburg/VRC

Route 67 is a core route beginning and ending at Eugene Station traveling clockwise and serving Northeast Eugene via Coburg Road, Crescent Avenue, and Goodpasture Island Road. It complements Route 66 and operates 7 days a week with 20- to 30-minute peak headways, 60-minute off peak headways, and 30- to 60-minute headways on weekends. Major destinations include: Oakway Center, Sheldon Plaza, Sheldon High School, Crescent Village, Cal Young Middle School, Delta Oaks Shopping Center, Marist Catholic High School, and Valley River Center.



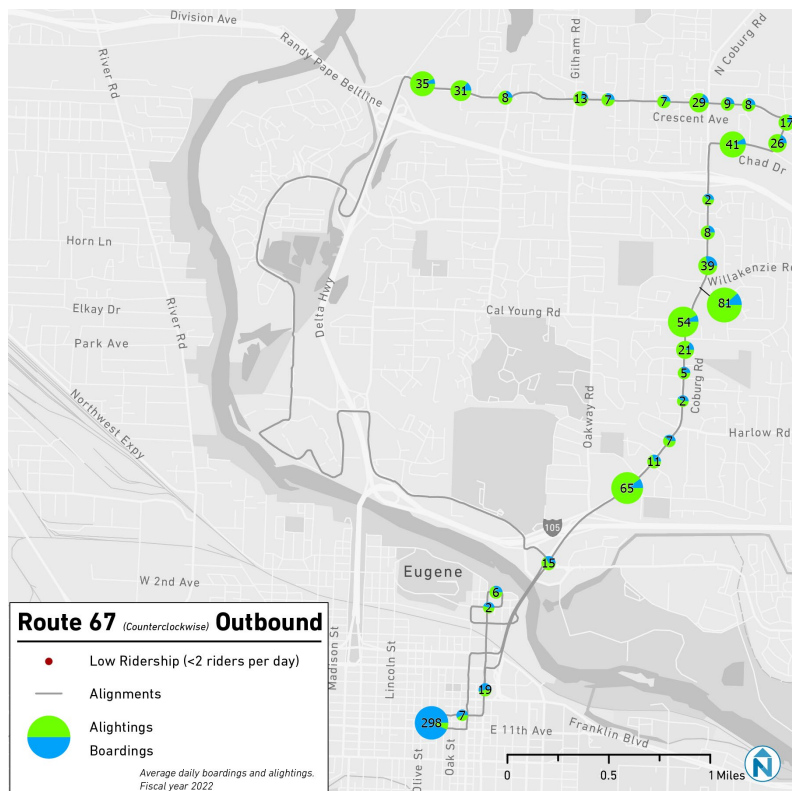
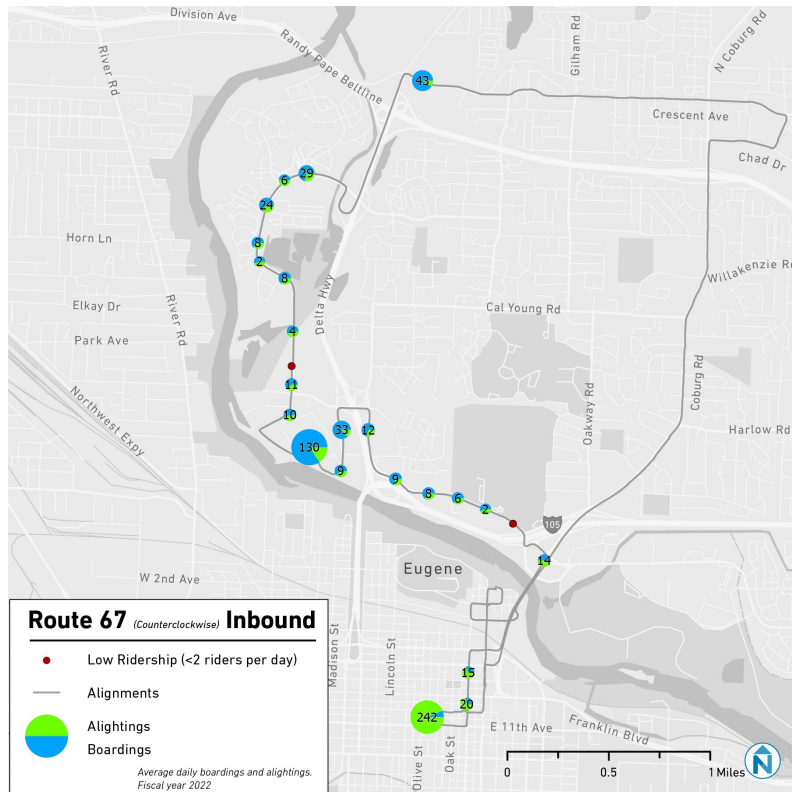
	Weekdays	Saturday	Sunday
Service Span	6:10 a.m. – 10:55 p.m.	7:10 a.m. – 10:56 p.m.	7:30 a.m. – 9:19 p.m.
Headway (peak/midday/eve)	20/30/60	30/30/60	60
Average Daily Boardings	756	598	328
Boardings per Revenue Hour	20.4	23.4	22.4
Peak Vehicles	4	2	1

Route Strengths

- Well utilized by Sheldon High School students, indicated by ridership increases around school arrival and dismissal times.
- Route serves some shopping centers and grocery stores, including Valley River Center, Trader Joe's, Albertsons, Safeway, Market of Choice, Costco, and Walmart.

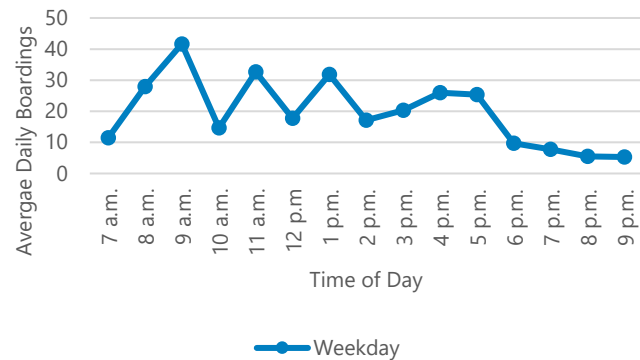
Route Opportunities

- Routes 66 and 67 leave Eugene Station at the same time, limiting opportunities for more frequent service to north Eugene. Route 12 also duplicates the Eugene Station to Harlow Road segment.
- Route 67 serves the Market District when Route 1 is not operating, which increases travel times for most riders.
- Valley River Center Station service requires a long deviation and travel through parking lots.



Route 79X UO/Kinsrow

Route 79X is an express route connecting apartments east of Autzen Stadium to the University of Oregon via MLK Jr Boulevard and Coburg Road. This route operates on weekdays with 30-minute peak headways and 60-minute off peak headways. This route does not operate during UO breaks.



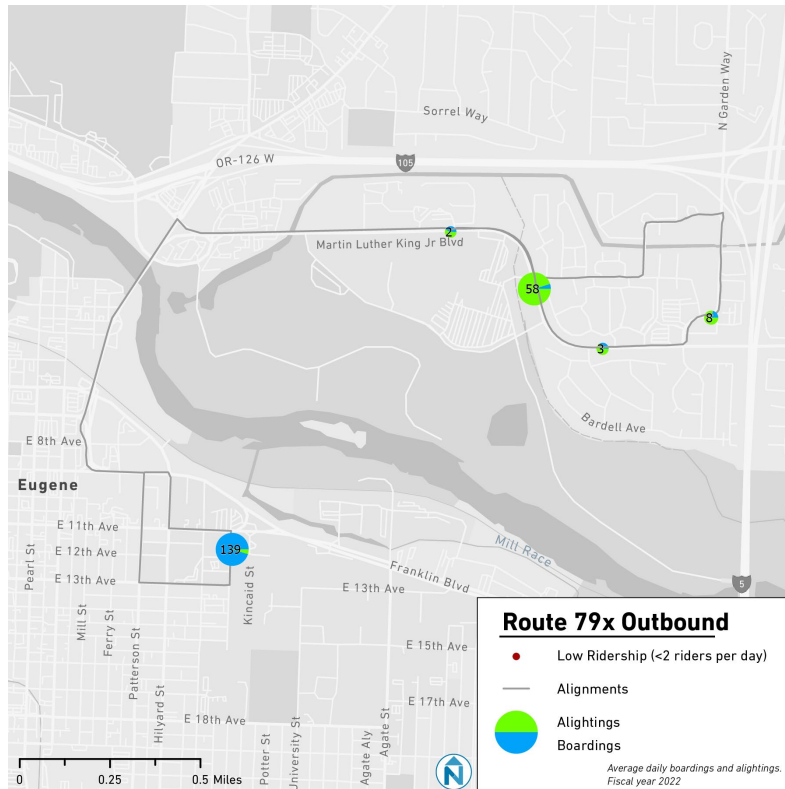
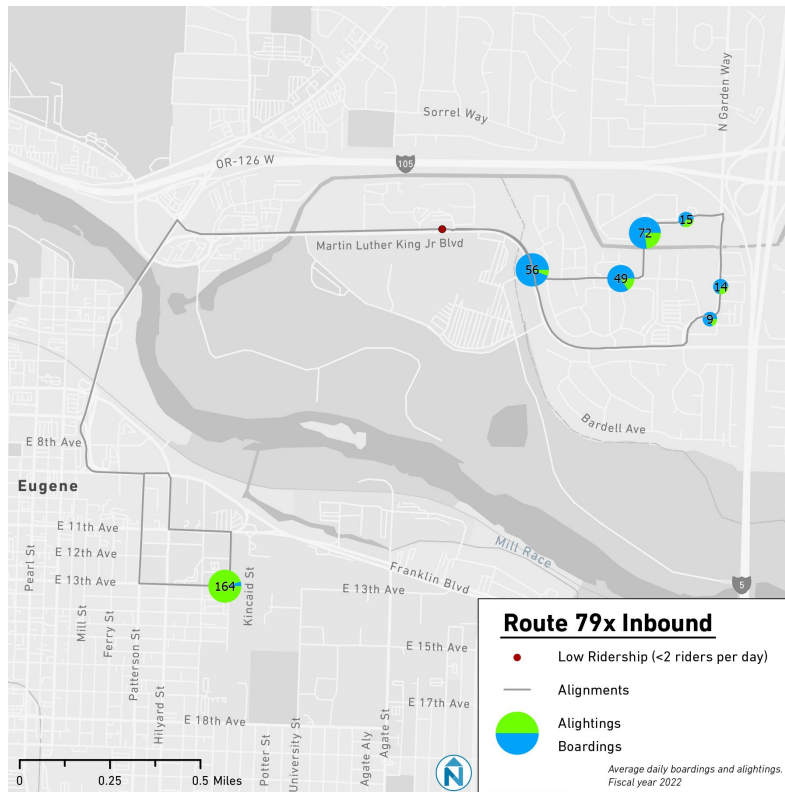
	Weekdays	Saturday	Sunday
Service Span	Inbound only from Kinsrow: 7:30 a.m. – 10:15 a.m. Round trip between UO and Kinsrow: 10:55 a.m. – 10:22 p.m.	N/A	N/A
Headway (peak/midday/eve)	30 / 60 / 60	N/A	N/A
Average Daily Boardings	418	N/A	N/A
Boardings per Revenue Hour	32.9	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Strengths

- Second most productive route (after the EmX) serving a primarily UO student market, providing direct, non-stop service between apartment complexes on Kinsrow Avenue to the campus.

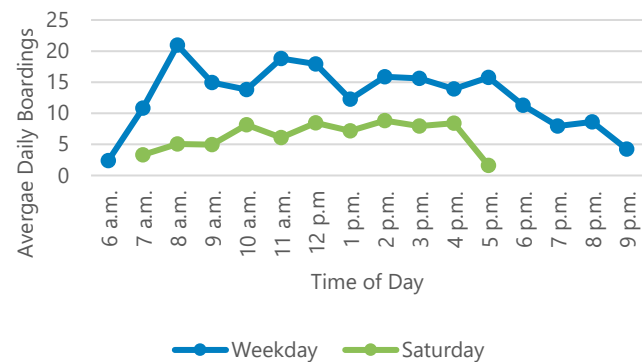
Route Opportunities

- High passenger loads may indicate the need for more frequent service, particularly in the inbound direction in the morning.
- The afternoon schedule has irregular headways.



Route 81 LCC/Hilyard

Route 81 is a college route connecting Eugene Station, UO Station, and LCC Station via Hilyard Road/Patterson Road and E 30th Avenue. This route operates Monday to Saturday with 60-minute headways. This route does not operate on Saturdays when school is not in session or on Sundays. Major destinations served include downtown Eugene, UO, South Eugene High School, Amazon Park, and LCC.



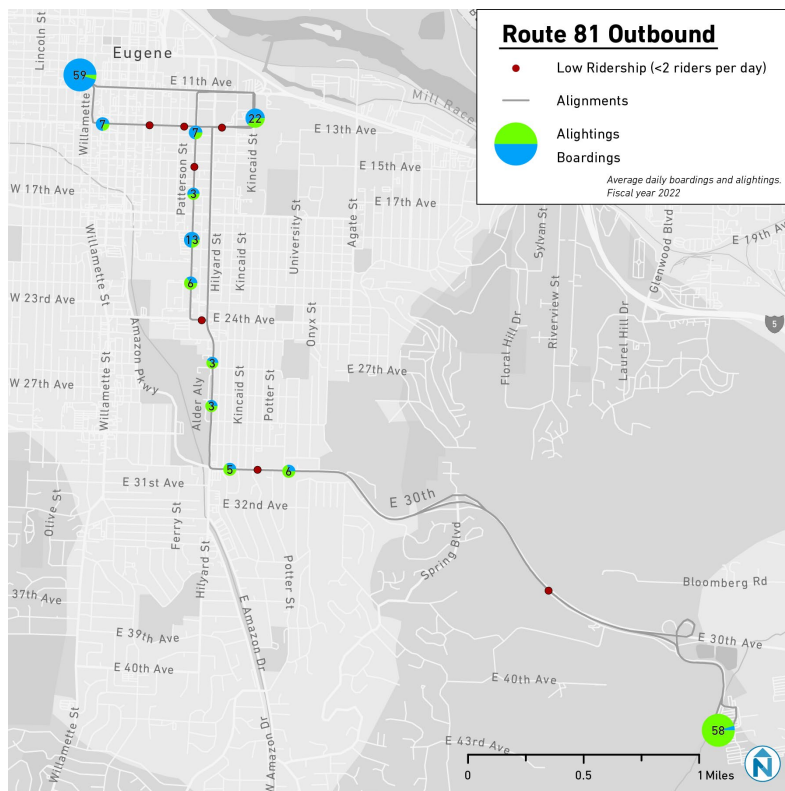
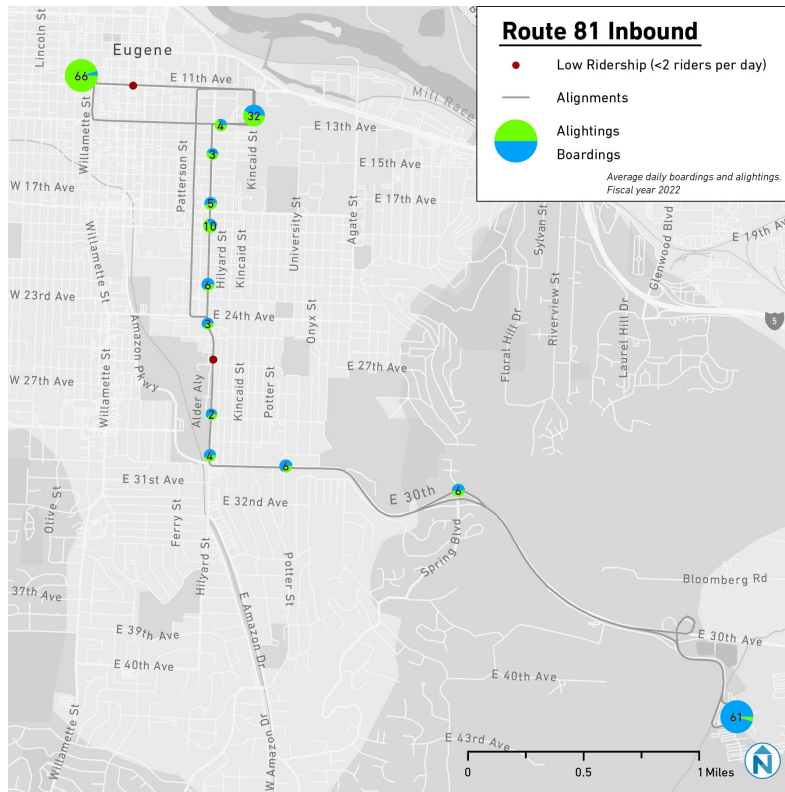
	Weekdays	Saturday	Sunday
Service Span	6:30 a.m. – 9:25 p.m.	7:30 a.m. – 5:20 p.m.	N/A
Headway (peak/midday/eve)	60	60	N/A
Average Daily Boardings	262	62	N/A
Boardings per Revenue Hour	17.0	6.5	N/A
Peak Vehicles	1	1	N/A

Route Strengths

- One-seat connection between LCC and UO.

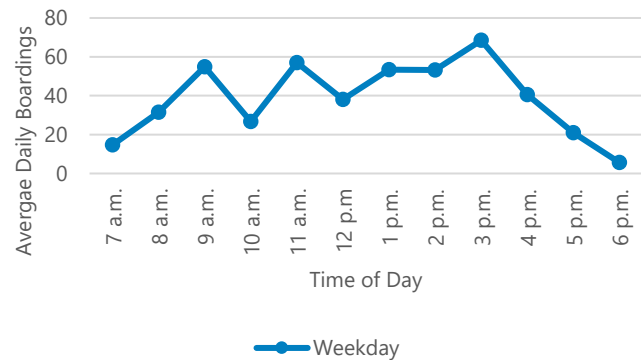
Route Opportunities

- Lower weekday productivity than many other LTD routes (6th lowest), and lowest productivity of any LTD route on Saturday.
- Route 81 duplicates the alignment and schedule of Route 28 between 30th Avenue and downtown Eugene.
- Routes 81 and 82 both connect LCC and Downtown Eugene. Route 82 is more direct and frequent, and more riders are choosing Route 82 than Route 81.
- There are less than 20 daily riders that benefit from the LCC to UO connection.



Route 82 LCC/Pearl

Route 82 is a college route connecting Eugene Station to LCC Station via Amazon Pkwy and E 30th Avenue. This route operates Monday to Friday only with 10- to 25-minute peak headways and 30-60-minute off-peak headways. During the summer when school is not in session, this route operates with 60-minute headways all day. Major destinations served include South Eugene High School, Roosevelt Middle School, the LTD Park and Ride at Amazon Station, and Lane Community College.



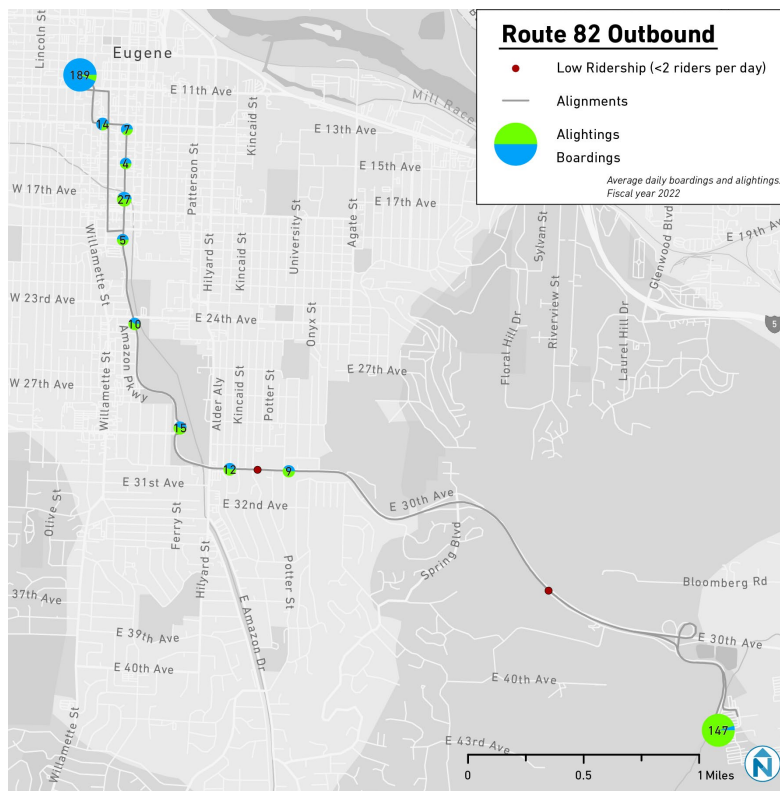
	Weekdays	Saturday	Sunday
Service Span	7:00 a.m. – 6:25 p.m.	N/A	N/A
Headway (peak/midday/eve)	School year: 10-25/30-60/0 Summer: 60/60	N/A	N/A
Average Daily Boardings	437	N/A	N/A
Boardings per Revenue Hour	18.9	N/A	N/A
Peak Vehicles	3	N/A	N/A

Route Strengths

- Direct, higher frequency service between LCC and downtown Eugene.

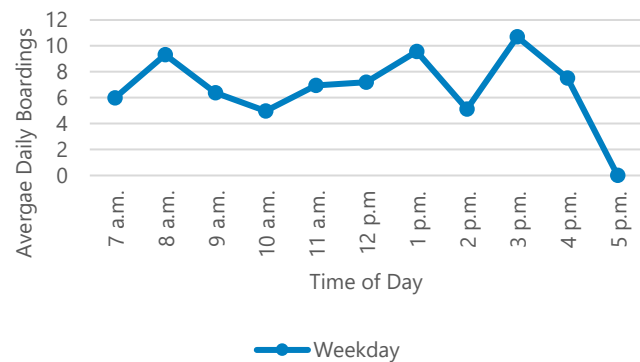
Route Opportunities

- Routes 81 and 82 both connect LCC and Downtown Eugene. Route 82 is more direct and frequent, and more riders are choosing Route 82 than Route 81.
- Route 82 provides evening and Saturday service to LCC instead of the higher ridership Route 81.
- When LCC is in session, weekday Route 82 service has irregular headways, which complicate transfers and potentially confuse passengers. Headways vary from 15 to 20 to 25 minutes.
- Summer and break service on Route 82 is limited.



Route 85 LCC/Springfield

Route 85 is a college route connecting Springfield Station to LCC Station via Franklin Road and Main Street/S A Street in Springfield. This route operates Monday to Friday only with 60-minute headways. Major destinations served include Springfield Station/downtown Springfield and Lane Community College.



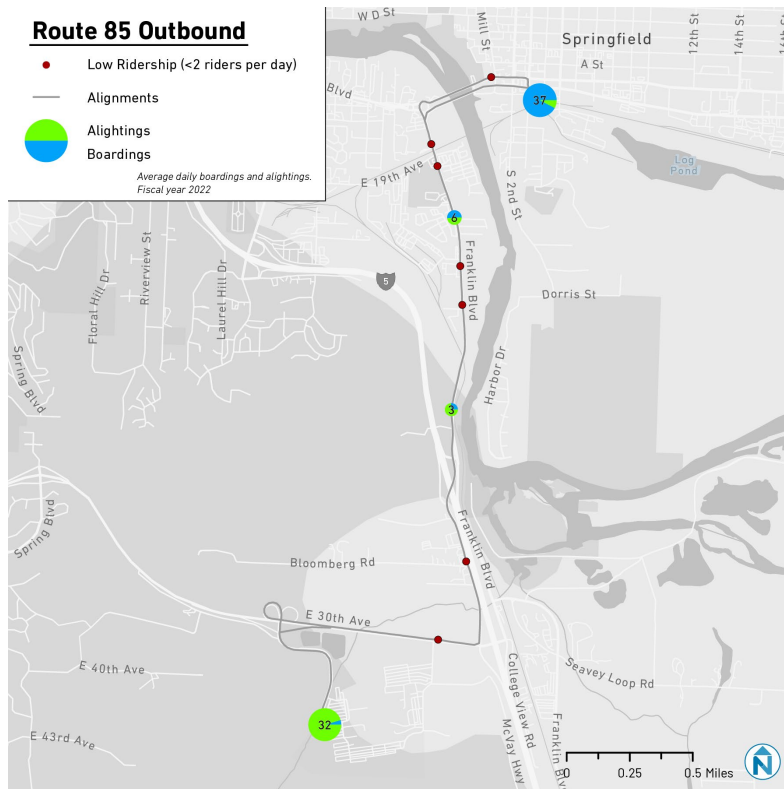
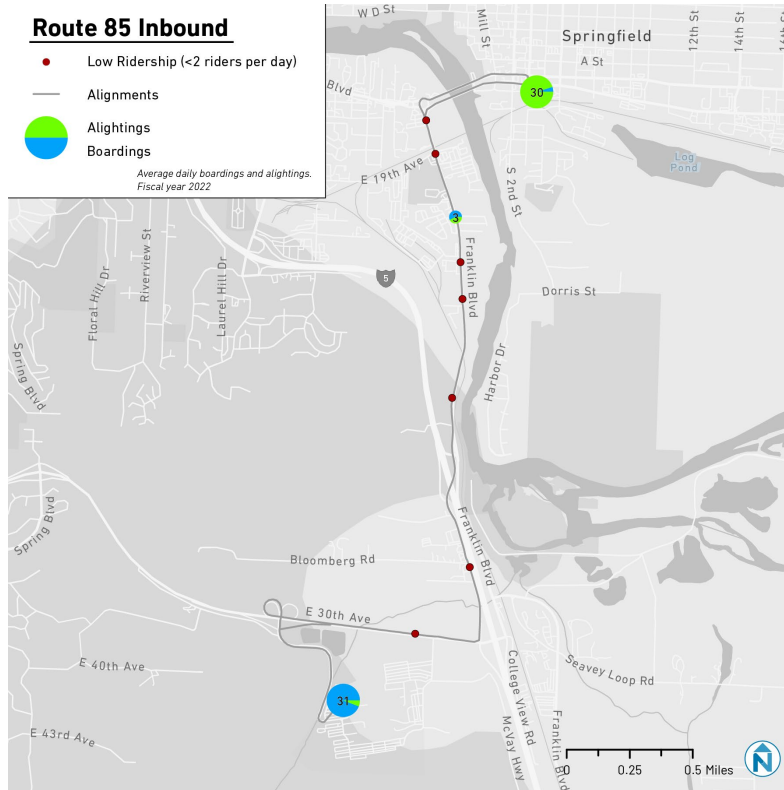
	Weekdays	Saturday	Sunday
Service Span	7:40 a.m. – 5:10 p.m.	N/A	N/A
Headway (peak/midday/eve)	60	N/A	N/A
Average Daily Boardings	79	N/A	N/A
Boardings per Revenue Hour	12.4	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Strengths

- Provides important connection between LCC and downtown Springfield with transfer opportunities at Springfield Station to the EmX route as well Routes 11, 17, 18 and 91.

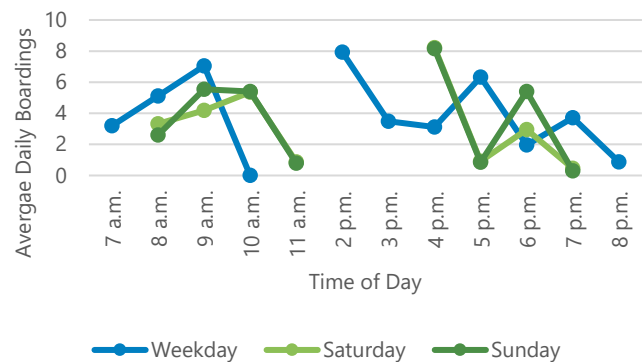
Route Opportunities

- Hourly service provides limited opportunities to travel between Springfield and the LCC campus.
- While there are no other corridors to connect these two destinations, stop activity along Franklin Boulevard very is limited.
- No weekend service.
- This route is the least productive route in the system.



Route 91 McKenzie Bridge

Route 91 is a rural route connecting Eugene Station to McKenzie River Ranger Station via I-105 and Highway 126. This route operates peak only service, with two morning and two evening trips in each direction on weekdays, and one morning and one evening trip in each direction on weekends.



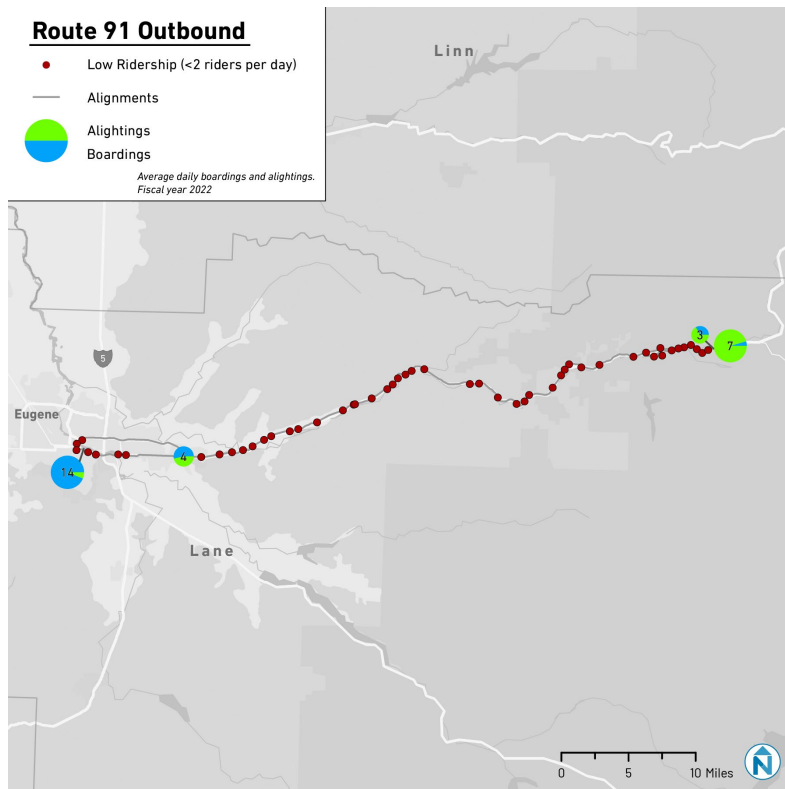
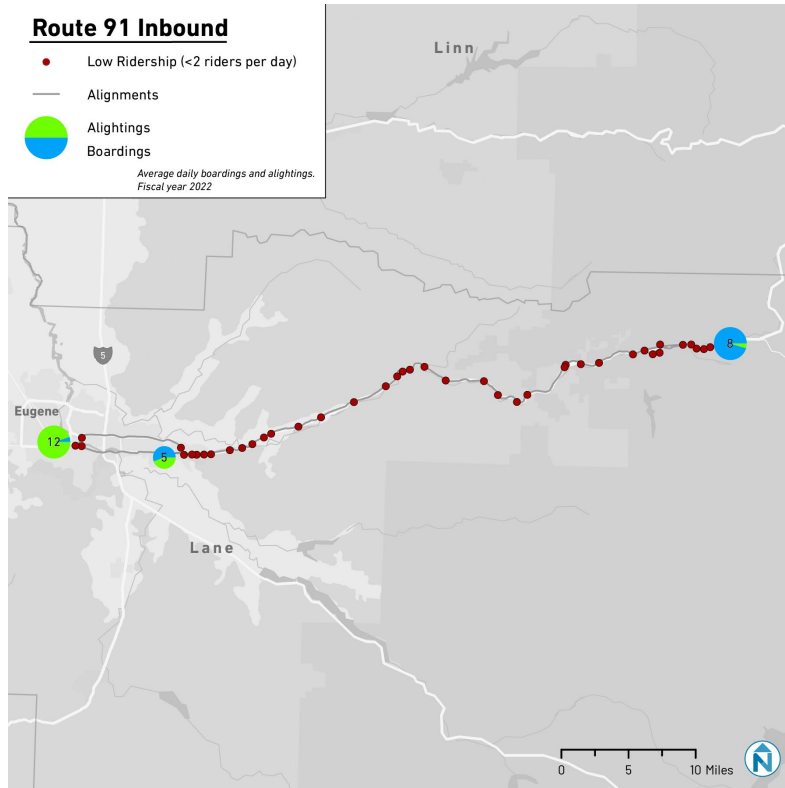
	Weekdays	Saturday	Sunday
Service Span	6:00 a.m., 11:20 a.m. 2:20 p.m., 8:40 p.m.	8:30 a.m., 11:25 a.m. 4:30 p.m., 7:20 p.m.	8:30 a.m., 11:25 a.m. 4:30 p.m., 7:20 p.m.
Headway (peak/midday/eve)	2 morning round trips 2 afternoon round trips	1 morning round trip 1 afternoon round trip	1 morning round trip 1 afternoon round trip
Average Daily Boardings	42	29	25
Boardings per Trip	5.3	7.25	6.25
Peak Vehicles	1	1	1

Route Strengths

- Provides essential transit service with connections to Springfield and Eugene.

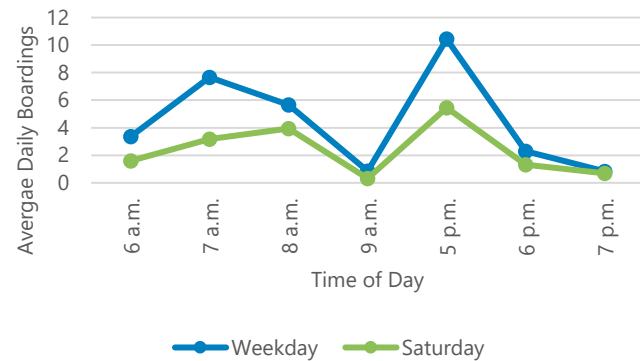
Route Opportunities

- Weekend ridership is higher per trip than weekdays.
- This is a very long route with limited ridership. Route 91 is the least productive route in the system.



Route 92 Lowell/LCC

Route 92 is a rural route connecting Eugene to Lowell via Highway 58. This route operates peak only service Monday through Saturday, with one morning and one evening trip from Eugene, and one morning trip and two evenings trips from Lowell. Transfers to other LTD routes are available at Amazon Station and LCC Station.



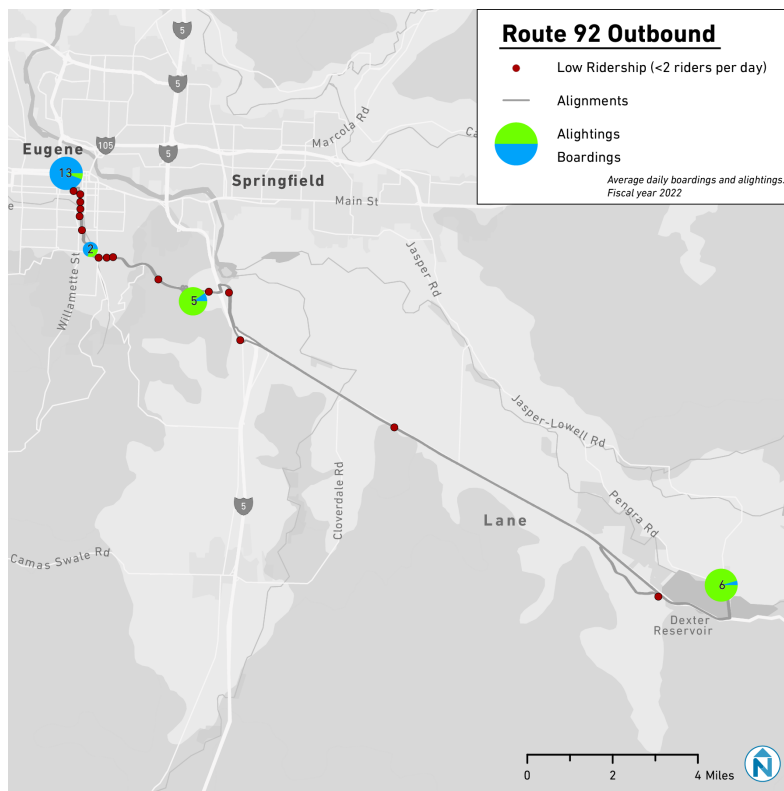
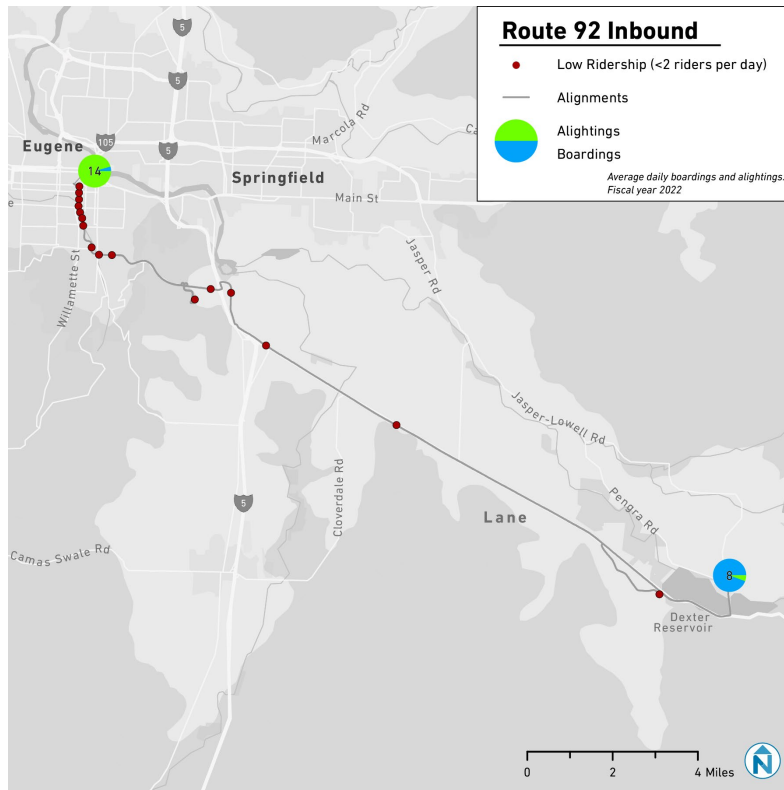
	Weekdays	Saturday	Sunday
Service Span	6:31 a.m., 9:15 a.m. 5:35 p.m., 7:10 p.m.	6:31 a.m., 9:15 a.m. 5:35 p.m., 7:10 p.m.	N/A
Headway (peak/midday/eve)	1.5 morning round trips 1 afternoon round trip	1.5 morning round trips 1 afternoon round trip	N/A
Average Daily Boardings	28	14	N/A
Boardings per Trip	5.6	2.8	N/A
Peak Vehicles	1	1	N/A

Route Strengths

- Provides essential transit service between Lowell and Eugene.

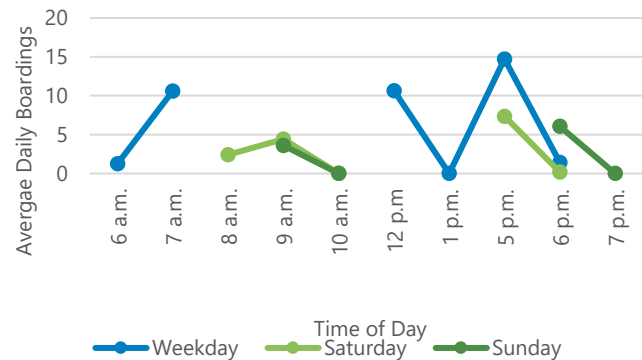
Route Opportunities

- 5.6 passengers per trip on weekdays is low compared to other express/limited routes in the LTD network.
- Saturday ridership is very low.



Route 93 Veneta

Route 93 is a rural route connecting Veneta to the Seneca Park and Ride in Eugene via Highway 126. This route operates 7-days a week, with one morning and two afternoon trips in each direction Monday through Saturday, and one morning and one evening trip on Sundays.



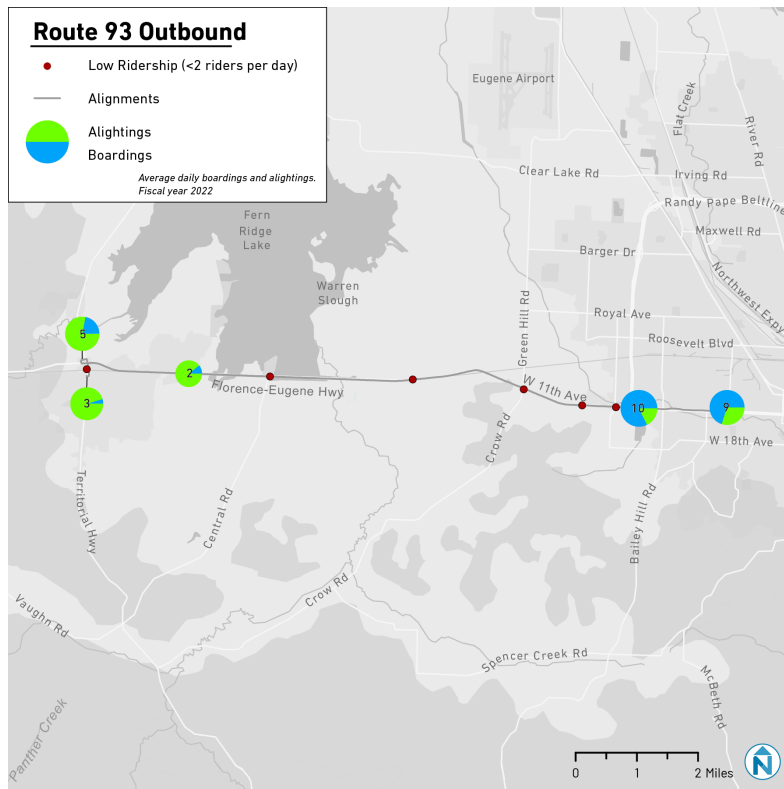
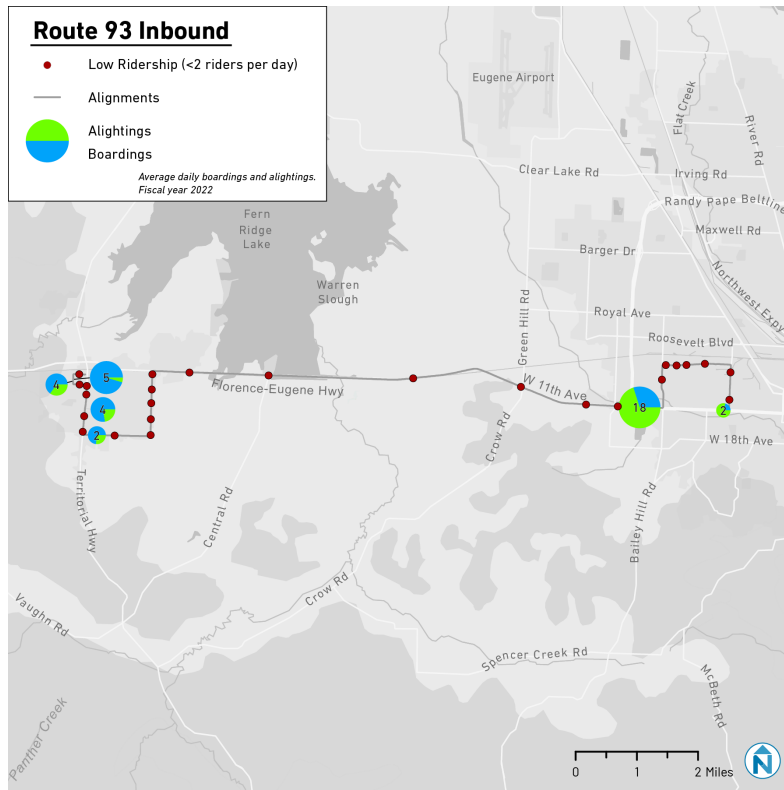
	Weekdays	Saturday	Sunday
Service Span	6:46 a.m. – 7:45 a.m. 12:05 p.m. – 1:03 p.m. 5:30 p.m. – 6:29 p.m.	8:16 a.m. – 10:08 a.m. 5:32 p.m. – 6:24 p.m.	9:16 a.m. – 10:08 a.m. 6:17 p.m. – 7:08 p.m.
Headway	1 morning round trip, 2 afternoon round trips	2 morning round trips, 1 afternoon round trip	1 morning round trip, 1 afternoon trip
Average Daily Boardings	42	18	11
Boardings per Trip	7.0	3.0	2.8
Peak Vehicles	1	1	1

Route Strengths

- Provides essential connection from Veneta to Eugene.

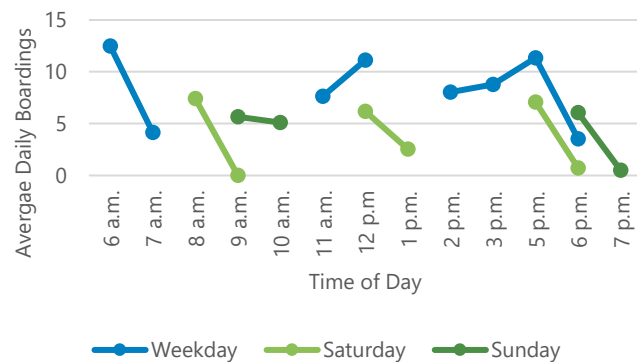
Route Opportunities

- Weekday ridership is about 7 passengers per trip, compared to about 3 passengers per trip on weekend days.
- No one uses the terminal loop service on Bertelsen and 1st Avenue.
- Ridership on the Saturday morning trips does not warrant two trips.



Route 95 Junction City

Route 95 is a rural route connecting Eugene and Junction City via Highway 99N. This route operates peak only service 7-days a week, with two morning and two afternoon trips in each direction on weekdays, one morning and two afternoon trips on Saturdays, and one morning and one afternoon trip on Sundays. Major destinations served include Junction City High School and the LTD Park and Ride at United Methodist Church in Junction City.



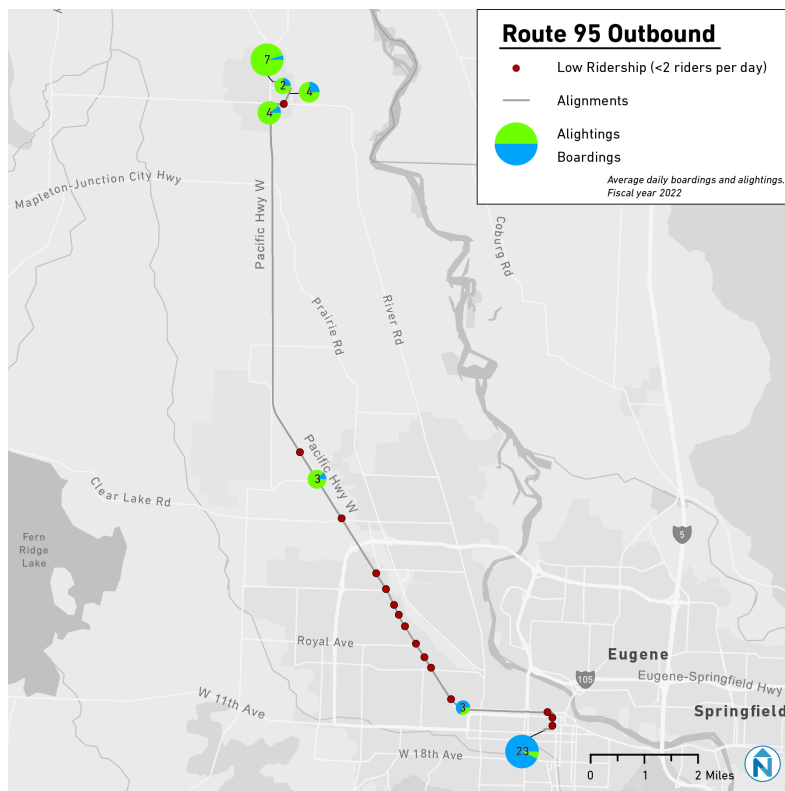
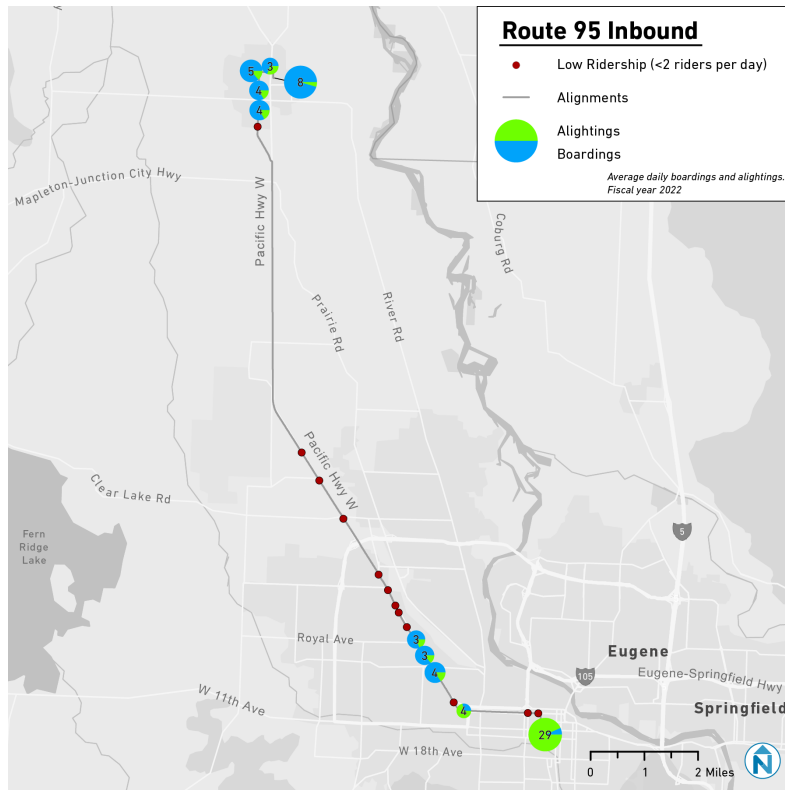
	Weekdays	Saturday	Sunday
Service Span	6:10 a.m. – 7:25 a.m. 11:30 a.m. – 12:45 p.m. 2:30 p.m. – 3:45 p.m. 5:30 p.m. – 6:55 p.m.	8:05 a.m., - 9:15 a.m. 12:05 p.m. – 1:15 p.m. 5:05 p.m. – 6:15 p.m.	9:05 a.m. – 10:15 a.m. 6:05 p.m. – 7:15 p.m.
Headway	2 morning round trips, 2 afternoon round trips	1 morning round trip, 2 afternoon round trips	1 morning round trip, 1 afternoon round trip
Average Daily Boardings	72	36	19
Boardings per Trip	9	6	9.5
Peak Vehicles	1	1	1

Route Strengths

- Provides lifeline service connecting Junction City to Eugene.
- Third most productive rural/limited route in the LTD network out of eight total.

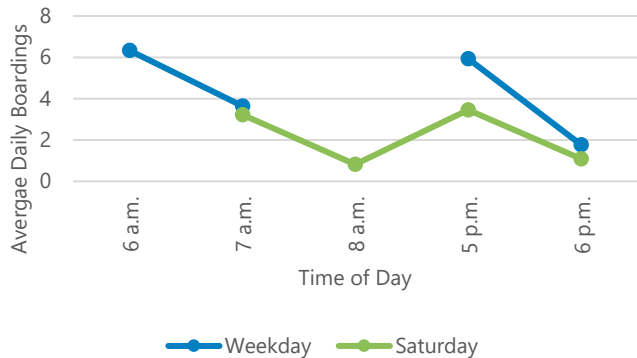
Route Opportunities

- This route comes closest to serving the Eugene Airport, which is about 2 miles from Highway 99 N.



Route 96 Coburg

Route 96 is a rural route connecting Eugene and Coburg from Eugene Station to Coburg Industrial Park via Oakway Road, Gilham Road, and Coburg Road. This route operates Monday through Saturday, with one morning and one afternoon trips in each direction.



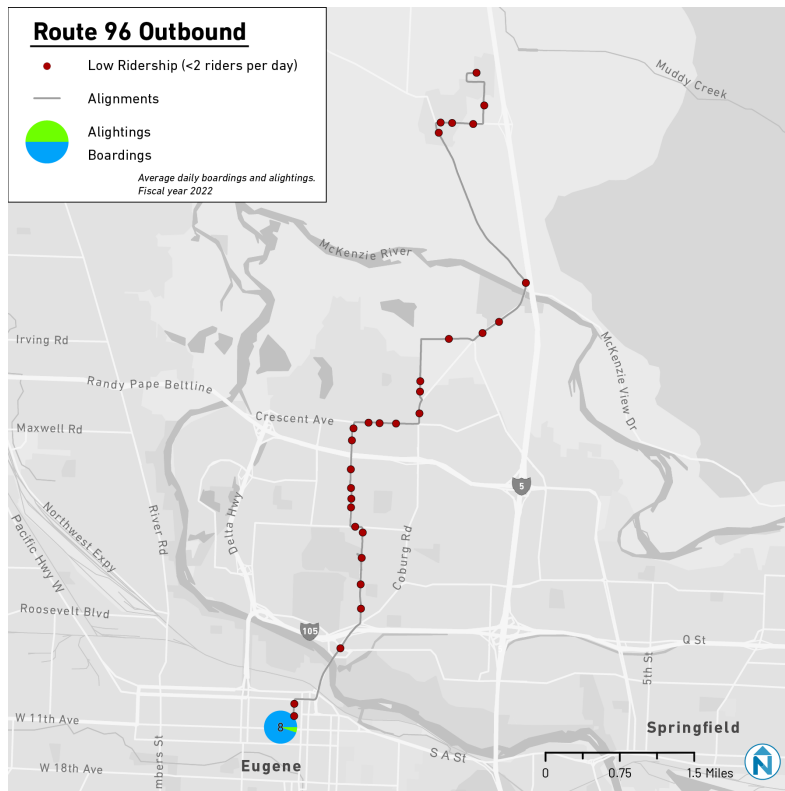
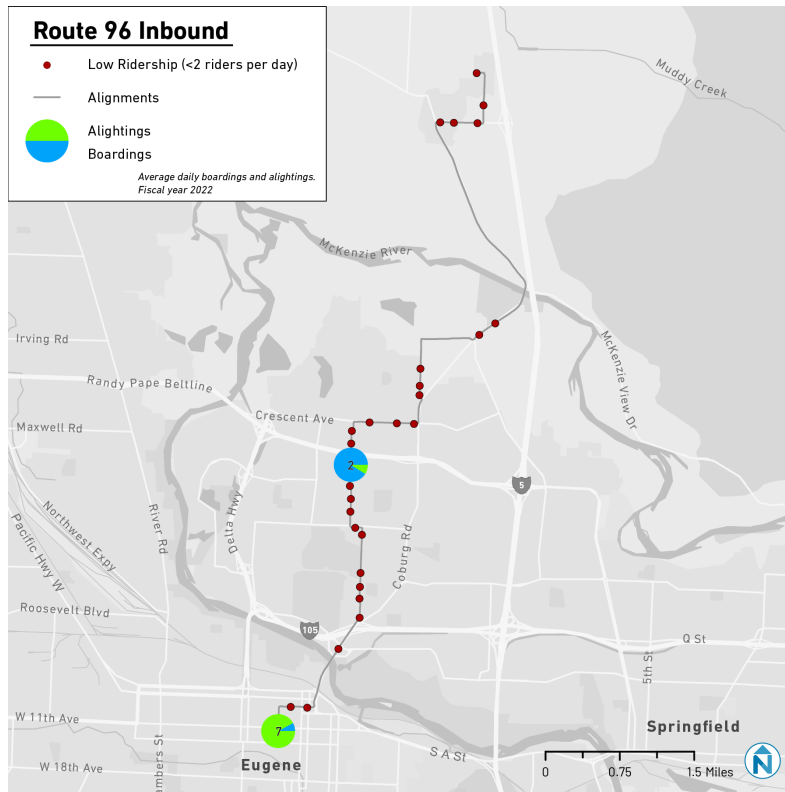
	Weekdays	Saturday	Sunday
Service Span	6:30 a.m. – 7:25 a.m. 5:35 p.m. – 6:40 p.m.	7:20 a.m. – 8:25 a.m. 5:35 p.m. – 6:40 a.m.	N/A
Headway	1 morning round trip 1 afternoon round trip	1 morning round trip 1 afternoon round trip	N/A
Average Daily Boardings	18	7	N/A
Boardings per Trip	4.5	1.8	N/A
Peak Vehicles	1	1	N/A

Route Strengths

- Provides lifeline service to Coburg and a connection to Eugene.
- The only transit service in the Cal Young/Gilham neighborhood.

Route Opportunities

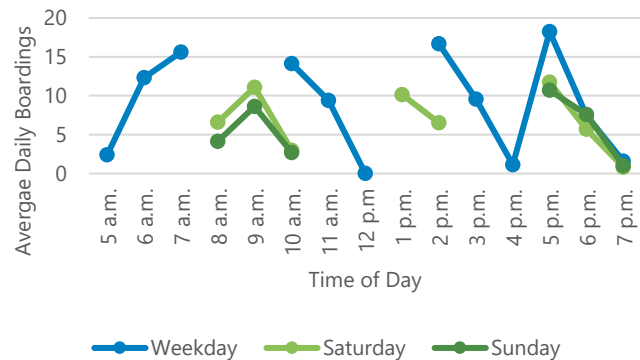
- Second lowest productivity of express and limited routes.
- Almost every stop has less than two riders.
- Route 96 does not take the most direct route between Coburg and downtown Eugene.



Route 98 Cottage Grove

Route 98 is a rural route connecting Eugene to Creswell and Cottage Grove, largely via I-5. This route operates 7-days a week, with three morning and two afternoon round trips on weekdays, one morning and two afternoon round trips on Saturdays, and one morning and one afternoon round trip on Sundays. Major destinations served include UO, Sacred Heart Medical Center, LCC, Walmart (Cottage Grove), Cottage Grove High School, and LCC-Cottage Grove. It should

be noted that there are two different services that complement Route 98 in this area. South Lane Wheels provides on-demand service in southern Lane County and the LTD Connector provides on-demand service within Cottage Grove city limits on weekdays only. More information about these services can be found at <https://www.ltd.org/ltd-connector/> and <https://southlanetransit.com/>.



	Weekdays	Saturday	Sunday
Service Span	5:28 a.m., - 7:35 p.m.	8:35 a.m. – 10:25 a.m. 1:00 p.m. – 2:52 p.m. 5:35 p.m. – 7:25 p.m.	8:35 a.m. – 10:25 p.m. 5:35 p.m. – 7:25 p.m.
Headway	3 morning round trips, 2 afternoon round trips	1 morning round trip, 2 afternoon round trips	1 morning round trip, 1 afternoon round trip
Average Daily Boardings	111	62	40
Boardings per Trip	11.1	10.0	10.0
Peak Vehicles	2	1	1

Route Strengths

- Provides a connection between Cottage Grove and Creswell into Eugene.
- Second most productive of the rural/limited routes.

Route Opportunities

- Route 98 has a circuitous figure eight alignment in Cottage Grove to provide coverage. It may be possible to modify the routing to improve local circulation within Cottage Grove.
- Passengers wishing to travel from Cottage Grove to downtown Eugene may have longer travel times due to deviations to Creswell and LCC.

