

**EmX**

- **May 16 Staff Proposal:** The Springfield Station to Eugene Station to Commerce segment would maintain current 10 minute service. The Gateway to Springfield Station segment could move to 15 minute service to better align with current demand. Evening and weekend EmX service would remain on the current schedule.
- **Differences:** No change in recommendation from May 16 proposal.

**Route 11 – Thurston**

- **May 16 Staff Proposal:** The route is being straightened by eliminating going through Thurston Station inbound and making frequency changes to adjust to new EmX connections on all days. Several low-performing trips could be removed and timepoints could change throughout the route.
- **Differences:** No change in recommendation from May 16 proposal.

**Route 12 - Gateway**

- **May 16 Staff Proposal:** Could change weekday schedule times on four trips so they would meet up with the departure times of other routes (pulse times) at Eugene Station.
- **Differences:** No change in recommendation from May 16 proposal.

**Route 27 – Fairmount**

- **May 16 Staff Proposal:** Frequency could change from 30 to 60 minutes on weekdays, removing less productive, low-demand trips. (the 7:10 a.m., 8:10 a.m., 12:20 p.m., 3:20 p.m., 4:20 p.m., and 5:40 p.m. trips).
- **Differences:** No change in recommendation from May 16 proposal.

**Route 28 – Hilyard**

- **May 16 Staff Proposal:** Weekday frequency could change to maintain 30 minute service and remove less productive, low-demand trips (elimination of 7:10 and 8:10 a.m. trips and changing the 8:40 a.m. trip to depart the Eugene Station at 8:30 a.m.)
- **Differences:** No change in recommendation from May 16 proposal.

**Route 33 – Jefferson**

- **May 16 Staff Proposal:** Frequency could change from 30 to 60 minutes on weekdays for less productive trips. Peak-time trips, which occur during the hours of 7:45 a.m. – 9:00 a.m. and 3:15 p.m. – 7:00 p.m. would remain at 30 minutes.
- **June 20 Staff Proposal:** Removal of two trips: 6:45 a.m. & 7:00 p.m., readjustment of remaining trips to provide coverage during peak travel times.
- **Differences:** Remove two trips instead of four trips; schedule adjusted.

### **Route 41 – Barger/Commerce**

- May 16 Staff Proposal: Service frequency changes during weekday could remove less productive, low-demand afternoon trips. Highly utilized morning and early evening service would remain unchanged.
- June 20 Staff Proposal: Do not change or remove any trips.
- Differences: After review and public comment, there are no proposed changes to this route.

### **Route 51 – Santa Clara**

- May 16 Staff Proposal: Routing change from 5<sup>th</sup> Avenue to 10<sup>th</sup> Avenue would serve senior housing.
- Differences: No change in recommendation from May 16 proposal.

### **Route 55 – North Park**

- May 16 Staff Proposal: Weekday frequency could change slightly by removing two low-demand trips (the 10:15 and 11:15 a.m. trips)
- Differences: No change in recommendation from May 16 proposal.

### **Route 66 – VRC/Coburg**

- June 20 Staff Proposal: Based on public input and ridership demand, three mid-morning trips were reallocated to afternoon peak to create 15 minute service from 3:00 p.m. to 6:00 p.m.
- Differences: New proposal based on public input and ridership demand.

### **Route 67 – Coburg/VRC**

- June 20 Staff Proposal: Based on public input and ridership demand, three mid-day trips were reallocated to afternoon peak to create 15 minute service from 3:00 p.m. to 6:00 p.m.
- Differences: New proposal based on public input and ridership demand.

### **Route 73 – UO/Willamette**

- May 16 Staff Proposal: Frequency service changes on weekdays to maintain 30 minute service and remove underutilized trips (the 7:27 and 9:05 a.m. trips).
- Differences: No change in recommendation from May 16 proposal.

### **Route 78 – UO/Seneca**

- May 16 Staff Proposal: Weekday frequency could change from 30 to 60 minutes in response to low-demand and could decrease costly idle time on the route.
- June 20 Staff Proposal: After review and public comment of initial proposal, this route was readjusted to better match the University of Oregon work and bell schedules; one trip was added back to maintain peak frequency.
- Differences: Remove four instead of five trips; schedule adjusted to better meet UO work and bell schedules.

### **Route 79x – UO/Kinsrow**

- May 16 Staff Proposal: Frequency could change to remove less productive trips on weekdays (the inbound 7:36 a.m. and outbound 9:27 a.m., 12:27, 1:07, 2:27, 3:27, 4:27, and 5:07 p.m. trips).
- Differences: No change in recommendation from May 16 proposal.

### **Route 81 – LCC/Harris**

- May 16 Staff Proposal: Could change to 60 minute frequency on weekdays to meet demand. Routing could change from Harris to Hilyard to straighten the route and eliminate the turn onto 30<sup>th</sup> Avenue. Route name would change to LCC/Hilyard to reflect new routing.
- June 20 Staff Proposal: After review and public comment of initial proposal, two morning trips and three afternoon trips were returned to continue 30 minute peak service.
- Differences: Removal of 12 trips reduced to seven trips; peak service frequency adjusted.

### **Route 82 – LCC/Pearl**

- May 16 Staff Proposal: Frequency could change from 10 to 20 minutes and 20 to 30 minutes on weekdays based on demand, which would increase productivity on the remaining trips by combining underutilized trips with more productive trips.
- June 20 Staff Proposal: After review and public comment of initial proposal, three full trips and three half trips were restored maintaining peak frequency.
- Differences: Removal of 8.5 trips reduced to 4.5 trips; peak service frequency adjusted.

### **Route 85 – LCC/Springfield**

- May 16 Staff Proposal: Weekday frequency could change from 30 to 60 minutes during off-peak times during the middle of the day.
- June 20 Staff Proposal: Five less productive trips were removed and schedules adjusted on remaining trips to match up with bell times at LCC.
- Differences: Original proposal had the removal of eight trips. Based on public input, 3 trips were added back in to accommodate ridership peaks. This results in fewer changes from 30 minute to 60 minute service.

### **Route 95 - Junction City**

- May 16 Staff Proposal: Could combine the last two weekday trips based on demand, and change Saturday service from four to three total trips, which is more consistent with LTD's other rural transit service (eliminating the 6:30 p.m. weekday trip and Saturday's 9:05 a.m. trip)
- Differences: No change in recommendation from May 16 proposal.