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**LANE TRANSIT DISTRICT
BOARD OF DIRECTORS
JOINT DEVELOPMENT COMMITTEE**

**February 6, 2004
2:00 p.m.**

**LTD CONFERENCE ROOM
3500 E. 17th Avenue, Eugene
(in Glenwood)**

Public testimony will not be heard at this meeting

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
Kleger (Chair) _____ Gaydos _____ Hocken _____

III. CONSIDERATION OF DRAFT JOINT DEVELOPMENT POLICY

Included with this agenda packet is a draft joint development policy for the Committee's consideration.

- IV. NEXT STEPS
- V. ADJOURNMENT

Deleted: INTRODUCTION OF HUMAN RESOURCES & RISK MANAGEMENT DIRECTOR MARY NEIDIG†

Overview of Lane Transit District's AVL/APC Technology Project

LTD is currently testing and tuning its implementation of an electronic technology known as the AVL/APC project. The terms AVL (Automatic Vehicle Location) and APC (Automatic Passenger Counting) are associated with a suite of computer based applications collectively referred to as Intelligent Transportation Systems (ITS). The US government assists established public and private entities with implementation of these applications and associated electronic equipment to promote improvements in the quality and capacity of the country's transportation infrastructure. Public Transportation providers use this technology for effect management of services within the community, development of appropriate future services and timely communication about the status of services to the public.

LTD purchased TransitMaster, a product developed by Siemens VDO, in Cedar Rapids, Iowa. Each vehicle in LTD's revenue and service support fleet is equipped with an array of electronic devices connected to a computer. This on-board system controls radio communications, changes destination sign messages, provides information to the driver relevant to schedule performance and LTD system status, makes visual and audio ADA announcements, collects data such as time of day, geographic position, direction of travel, speed, number of people who board and exit the vehicle each time the doors open and vehicle equipment status. The data is forwarded in real-time via a private radio link to a system of computers at LTD's Glenwood facility. Drivers benefit in the form of reduced workload. While the public reaps the benefit of a more user friendly public transit system.

The computers in Glenwood process the data received from the vehicles and distribute information to the various operational and administrative departments within LTD. Operations Dispatching is capable of monitoring the movement and status of any TransitMaster equipped vehicle on an electronic map display. Voice radio communications are prioritized and queued for dispatchers. Text messaging between dispatch and drivers helps to reduce the need for multiple voice conversations. Schedule performance information, roster information and vehicle assignments are available on a convenient display screen. Dispatchers input and update incident reports through the TransitMaster system. Service Planning staff is able to analyze passenger count information in various formats to measure the public's use of LTD's fixed-route service. Schedule adherence reports help Operations and Service Planning staff measure and adjust the effective delivery of service on the street.

As LTD reporting capabilities develop, strategic planning efforts will benefit from analysis of data to measure impact of various conditions in the community effecting LTD's services. For example traffic congestion with regard to travel time through primary and secondary traffic corridors. Increase in demand for service due to population growth or real estate development. The benefit of having timely and relevant data to assist in management and development of LTD services is the reason for the existence of this technology project.