



Lane Transit District
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Public notice was given to *The Register-Guard*
for publication on Monday, February 18, 2008.

**LANE TRANSIT DISTRICT
BOARD SERVICE COMMITTEE
Wednesday, February 20, 2008
12:00 p.m. to 1:30 p.m.**

**LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off of Glenwood Boulevard)**

Public testimony will not be heard at this meeting.

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
Evans _____ Eyster _____ Dubick _____
- III. APPROVAL OF MINUTES 1
- IV. ANNUAL ROUTE REVIEW 6
- V. ITEMS FOR FUTURE MEETING
 - FIVE-YEAR PLAN
 - PARK & RIDE PLAN
 - BUSPLUS
 - RIDESOURCE CALL CENTER
- VI. ADJOURNMENT

NAME OF MEETING: LTD Board Service Committee

DATE OF MEETING: February 20, 2008

TO: Kelly Perron

RECORDED BY: Lynn Taylor

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ROUTING INFORMATION

3/9/08 lt Draft to staff
(Date and initials)

MINUTES

Lane Transit District
Board Service Committee
Wednesday, February 20, 2008

Pursuant to notice given to *The Register-Guard* for publication on February 18, 2008, and distributed to persons on the mailing list of the District, the Board Service Committee of the Lane Transit District held a meeting on Wednesday, February 20, 2008, beginning at 12:00 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Mike Eyster, Lane Transit District Board Member, Chair
Michael Dubick, Lane Transit District Board Member
Will Mueller, Service Planning Manager
Andy Vobora, Director of Service Planning, Accessibility, and Marketing
Ken Augustson, Service Planner
Ruth Linoz, Service Planner
Heather Lindsay, Service Planning Associate
Angie Sifuentez, Marketing Representative
Cosette Rees, Marketing Representative
Tom Schwetz, Director of Planning and Development
Stefano Viggiano, Assistant General Manager
Mark Pangborn, General Manager

CALL TO ORDER/ROLL CALL – Mr. Eyster called the meeting to order and Mr. Pangborn called the roll. Mr. Eyster noted that Mr. Gaydos would arrive shortly.

APPROVAL OF MINUTES – Mr. Eyster determined there were no corrections to the minutes and they were approved as submitted.

ANNUAL ROUTE REVIEW – Director of Service Planning, Accessibility, and Marketing Andy Vobora asked if the committee had any suggestions for improvements to the format of the recent public hearing. He stated that staff had discussed having more staff available to answer service-related questions before and after the meeting.

Mr. Eyster asked if there had been any discussion of holding a second hearing in another location. He thought it was important for Board members to also attend informal meetings to discuss service changes.

Mr. Dubick commented that it would be difficult to find a more centralized location than the Eugene Public Library, although a hearing also could be held in Springfield. Mr. Vobora stated that some meetings had been held in locations around the community that were being affected by service changes. He added that there would be a shorter presentation by staff at the next hearing.

Mr. Vobora proceeded with a review of Phase Two service changes that were the subject of comments during the public hearing. He stated that many public comments related to concerns about eliminating the reservoir loop on Route 93. He told the group that staff had discussed several alternatives, such as retaining one or two daily trips or leaving the current service unchanged, but staff still were recommending eliminating the loop trips.

Mr. Dubick asked if there were any transportation alternatives for residents on the loop. Mr. Vobora stated that private taxis would respond to calls.

Mr. Dubick stated that he was struck by the fact that many of the people who signed petitions related to Route 93 service lived in areas that were not affected by changes to that service, which made the petitions less compelling. He stated that there was no commitment to increase ridership on the loop.

Mr. Eyster agreed that the District was faced with difficult choices and trusted that planners had identified reductions in service where they would do the least harm. Mr. Augustson stated that the loop represented driving 84 miles per day for 15 people and staff preferred to locate service where it would benefit the most people.

Mr. Vobora reviewed Route 95 service changes and comments. He stated that staff had reviewed several options and was not recommending any revision to the original proposal.

Mr. Mueller remarked that rural service was a prominent issue and would remain so in the future as district resources were strained.

Mr. Dubick asked if the current trip schedule could be modified slightly to generate increased ridership. Mr. Mueller stated that he was doubtful that changes would significantly affect ridership.

Mr. Eyster comments that when service to Cottage Grove was discussed, whatever times were selected meant some riders would be unhappy.

Mr. Vobora stated that the comments LTD received, plus information collected from staff, could be used to start building a list of service changes that could be considered in the future. He added that staff also were assessing the impact of the opening of RiverBend on Route 3x ridership. He told the group that there were a number of University of Oregon riders on the route, but he was not certain that would be sufficient to support service in the future. He noted that PeaceHealth had decided to levy a fee on each employee at its four sites in order to accommodate employee parking on site, which would decrease the incentive to use transit.

In response to a question from Mr. Dubick, Mr. Vobora stated that PeaceHealth was part of the group pass program. Mr. Viggiano added that employees would be able to opt out of the parking fee if they did not drive.

Mr. Vobora and Mr. Mueller continued with the review of service deletions and additions.

Mr. Eyster asked if feedback had been received on any of the additions. Mr. Vobora replied that Junction City and Veneta would have a better service package and usage would be monitored to determine the ridership response.

Mr. Mueller stated that there had been many comments on Route 78 problems with full buses, and staff had reviewed the route to determine if it could be served by articulated vehicles. He stated that would be possible if approval from the city and adjacent property owners could be obtained in order to move two stops, which would eliminate the need for the additional shortline inbound trip.

Mr. Dubick asked if there had been a drop in ridership because of changes at the Westmoreland housing complex. Mr. Augustson stated that ridership had decreased on Route 76, but Route 78 did not seem to be affected and actually experienced increased ridership.

Mr. Pangborn stated that if there was a slight recession the district could experience financial difficulties and revenue projections were optimistic, but realistic. He stated that the District did have reserves to cushion future cuts to service if it became necessary, and he supported the staff recommendations. He stated that service decisions based on productivity were the most equitable.

Mr. Dubick asked if additions would be the first things considered for cuts if service reductions had to be made in the future. Mr. Mueller stated that the additions would need at least a year and a half to demonstrate productivity and could be the first considered for cuts. Mr. Pangborn stated that the extent of cuts also would affect which services were considered.

Mr. Dubick emphasized the importance of adhering to productivity standards and criteria when adding or deleting service, rather than simply reacting to community requests. He asked if the additions were expected to be productive. Mr. Vobora stated that the changes would meet standards and provide better service, particularly on rural routes.

Mr. Pangborn commented that rural routes currently were below the threshold that required provision of paratransit service and that would be a factor in considering future additions. Mr. Mueller stated that Cottage Grove service was getting close to that threshold.

Committee members discussed the importance of making additions that were likely to meet productivity standards and meet the needs of the greatest number of riders and balancing that with deletions based on productivity policies and standards and long-term benefit to the system.

Mr. Eyster and Mr. Dubick expressed some concern with making additions that might need to be cut in the near future.

Ms. Linoz remarked that as a planner she had clear guidance when proposing service changes if she could base those on productivity standards, policies, and a service philosophy instead of responding to persuasive arguments from users.

Mr. Mueller recommended having the Finance Committee's report precede the Service Committee's report at the Board meeting to provide a context for the recommended service changes.

Mr. Vobora stated that staff were discussing how to evaluate what it would take to achieve 10-minute frequency on all of the major corridors and serve the growing populations in areas not currently served. He stated that a consultant was conducting some initial research to help the District begin to establish a target. He stated that the community (non-rider) survey would be updated in the spring to obtain public input on the future of transit.

Mr. Pangborn added that there could be funding for elderly and disabled transit service when a state transportation funding package was developed during the next legislative session. He stated that receiving additional funding for those services could free up resources elsewhere in the system.

ITEMS FOR FUTURE MEETING

- **Five-Year Plan**
- **Park & Ride Plan**
- **BusPlus**
- **RideSource Call Center**

ADJOURNMENT

Mr. Eyster adjourned the meeting at 1:25 p.m.

(Recorded by Lynn Taylor)

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