

MINUTES OF THE MEETING

ACCESSIBLE TRANSPORTATION COMMITTEE

Tuesday, August 15, ~~18~~, 2006
10 a.m. – Noon
Lane Transit District
3500 East 17th Avenue—Eugene, Oregon

MEMBERS PRESENT:

Ed Necker, Chair	Ann Angvick <u>L.M. Reese</u> , Vice Chair
Ann Angvick	
Kay Metzger	Scott Whetham
Aline Goddard	Bob Procter <u>Proctor</u>
Tara Sue Salusso	Kristine <u>Sirmans</u>
Scott Whetham	L. M. Reese
Jan Aho	Hugh Masse <u>ingill</u>
Mark Phinney	

COMMUNITY REPRESENTATIVES:

Dave Kleger	Michael Thomas <u>Michael Thomas</u>
Kathy Jenness	

MEMBERS ABSENT:

Evan Sloan	Dean <u>Haun</u>
Kay Christopher	Kay Metzger

OTHERS PRESENT:

Christian <u>Watchie</u>	Beth Mulcahey
David Braunschweiger	Ed Durkee
Joseph Riley	Ann Lauver
Dave Kleger	

STAFF:

Terry Parker	Susan Hekim <u>oglu</u>
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INTRODUCTIONS/ANNOUNCEMENTS/AGENDA REVIEW

Mr. Necker called the meeting of the Lane Transit District (LTD) Accessible Transportation Committee (ATC) to order. Those present introduced themselves.

Mr. Necker reviewed the agenda. There were no changes suggested.

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Mr. Necker welcomed Mr. ~~Massingill~~ Massengill and Mr. Phinney to the committee as voting members.

Mr. Necker announced that the committee had received an application from Mr. Kleger to serve as a Community Representative. Ms. Parker endorsed the idea and, in response to a question from Ms. Salusso, noted that appointments for Community Representatives could occur at any time of the year.

MOTION
VOTE

Mr. Reese, seconded by Ms. Angvick, moved to accept the application of Mr. Kleger and appoint him to the position of Community Representative. The motion passed unanimously.

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MINUTES APPROVAL

MOTION
VOTE

Mr. ~~Massi~~ engill, seconded by Mr. Reese, moved to approve the minutes of July 18, 2006. The motion passed unanimously.

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PUBLIC HEARING: Configuration of Padded Back Stop for Rear-Facing Securement in EmX Vehicles

Ms. Parker called the committee’s attention to the background memorandum on the subject, which outlined the process used to determine the configuration of the rear-facing securement on the EmX vehicles. She said that the Lane Transit District was seeking permission from the Federal Transit Administration (FTA) for an equivalent facilitation for the padded back stop associated with the securement. Equivalent facilitation refers to the proposal to do something other than what was outlined in the Americans with Disabilities Act (ADA) Accessibility Guidelines for Transportation Vehicles. In this case, it was to reduce the size the back rest from 18 to 12 inches.

Ms. Parker showed photographs showing people in various wheel chair types and sizes in a mock-up of the interior of the New Flyer vehicle testing different configurations of the rear-securement devices. She anticipated that carpeting instead of vinyl would be used on the back rest to increase traction.

Ms. Parker indicated she did not expect much opposition to the request from the FTA.

Mr. Necker opened the public hearing.

Dave Kleger said he was ~~a paraplegic a wheelchair user and and a~~ retired vocational rehabilitation counselor with 35 years of experience. He supported the equivalent facilitation proposal as he was familiar with the devices used. He watched the

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measurement process and believed that many chair users would have difficulty getting close to an 18-inch pad, and it could not prevent whiplash injuries in the case of an accident if the user could not get close to it.

Mr. Necker noted his own personal concurrence that 12--inch widths would be adequate and that 18-inch widths would preclude the loading of narrower chairs.

There being no additional testimony, Mr. Necker closed the public hearing.

Ms. Parker said she would forward a letter to the FTA requesting the equivalent facilitation.

**DRAFT COORDINATED PUBLIC TRANSIT—HUMAN SERVICES
TRANSPORTATION PLAN**

Ms. Watchie joined the committee for the ~~item~~ discussion. She recalled the July presentation regarding a new federally mandated planning requirement to improve services for people with low-incomes, people with disabilities, and seniors through a locally developed Coordinated Public Transit-Human Services Transportation Plan. Ms. Watchie indicated that since the July meeting, she had met with several other groups and had developed the first preliminary draft of the plan's service and coordination review, including an inventory of services and providers and a list of unmet needs.

Ms. Watchie invited questions. Mr. Necker asked what funding was available to fill the unmet needs. Ms. Parker responded that federal ~~and state 53 dollars fund as well as State~~ funds were available through an application process. Depending on the category involved, there was funding for both operations and capital, and the item being funded must be in the plan.

Ms. Salusso asked about next steps in the process. Ms. Watchie indicated that the plan would be reviewed by the Project Review Committee and eventually adopted by the ATC.

Ms. Parker said there was not much time to get the plan in place for the federal funding streams available, so the plan before the committee was the draft interim plan. She said that Anita Yap of LTD had asked the local metropolitan planning organization to secure more planning dollars to take the plan to the next step. She said that the planning time line was also tight, giving LTD limited time to go to that next level. The local elected officials, through the Metropolitan Policy Committee, would endorse the plan.

Ms. Watchie invited comment on the plan, adding that ATC members could also contact her via e-mail. Members offered suggestions for changes and additions and pointed out omissions, which Ms. Watchie recorded.

Ms. Watchie distributed and reviewed a draft matrix entitled *Human Services Agencies Public Transportation Coordination Summary*. Members offered several suggestions for changes, which Ms. Watchie recorded. Ms. Parker suggested that each agency review the matrix to ensure its accuracy, after which staff would redraft it. She hoped that it proved to be useful and indicated it was intended to reflect the plan.

Mr. Proctor suggested that the plan needed a description of how coordination worked, an overview of what each client received in regard to transportation through which agency. He acknowledged the effort involved in that work.

Ms. Parker anticipated that the ATC would see the plan and matrix again in September or October. She further noted that the time line for the next 2007-09 grant application was January 30, 2007, and she anticipated that the grants would be written using the plan as a guide.

Responding to a question from Ms. Salusso regarding the use of the document and the policies governing it, Ms. Parker said that the ATC would be asked if it wanted to continue to fund existing programs, to consider duplication in services, and to consider further additional coordination opportunities. She said the ATC would be asked to reconfirm the service model and determine where unmet needs were. She noted that the federal government expected a plan but had ~~yet~~ not yet provided the funding needed for new services.

Mr. Massengill observed that many low-income people who could not afford a bus pass were not mentioned in the plan. They frequently did not deal with any of the agencies but still could not afford to ride the bus. He said that the half-fare program was not a low-income program. Ms. Parker concurred that those low-income people ~~without who~~ did not have an agency connection were not served by the program as it was provided through various nonprofits. She noted that the City of Eugene had provided some funding to LTD to ~~serve facilitation transportation to people who were homeless~~ homeless. She concurred that there were people who were too poor to use the bus.

FY2006-07 NEW FREEDOM FUNDS APPLICATION

Ms. Parker called the committee's attention to the background memorandum on the topic on page 37 of the meeting packet. She said the New Freedom Funding was slow to be distributed in part because the federal guidance for applications was interim guidance. LTD had decided to do a plan now and provide more information later if required. She

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said that two projects appeared to meet the criteria: 1) EmX training for people with disabilities and 2) transportation solutions for the homeless. The City of Eugene would provide the match dollars for the second project.

MOTION Ms. Metzger, seconded by Ms. Salusso, moved to approve the application. The motion
VOTE passed unanimously.

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PROGRAM AND PROJECT UPDATES

a. LTD Updates—Solar Powered Shelters, Announced Stops

Ms. Parker called the committee’s attention to the suggestion that LTD add a side-facing, single, flip-up seat to accommodate people with walkers and service dogs. She drew a diagram of the seat proposed on the white board in the meeting room. She clarified, in response to a question from Mr. Reese, that the seat would accommodate some, although not all, walkers, because of access limits created by the securement bay. She indicated the seat could be tested with a wide walker and anticipated it would be a rider training issue.

Ms. Parker invited ATC members to contact her with suggestions for the locations of key stops to add to the list of automated announcements.

Ms. Parker reported that the treatment of the mid-station platforms, which lacked railings, had been referred to the Insight inside work group for further discussion. It had been suggested that a tactile treatment using bricks be incorporated into the design for the visually impaired.

Ms. Parker reported that an articulated bus had been traveling the first EmX corridor the previous week and the test went well.

Ms. Parker reported that on August 22, LTD was expecting a group of visitors from Chico, California, who had an interest in LTD’s rider training program. She asked if several ATCCT members if they could be available at that time to meet with them.

Ms. Parker noted the upcoming EmX training in November for disabled riders. Ms. Hekimoğlu reported that the first EmX vehicle would be in Altoona first for testing, and would be arriving in early September with other vehicles to follow.

b. Program Updates—South Lane Wheels, Oakridge, Florence, RideSource

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Ms. Hekimoğlu distributed revised program updates as she had received additional program information after the packet was mailed.

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Ms. Salusso noted that a route redesign on the Route Around Town had increased ridership for South Lane Wheels.

Ms. Sirmans ~~noted~~ said that two hours of service were being added to the Rhody Express in September.

Ms. Goddard reported that Oakridge continued to seek more space for its vehicles and reported on a recent experience that the program had with a down bus.

Mr. Braunschweiger reported that RideSource continued to be very busy, and he was keeping an eye on the ridership levels at Hilyard Center due to the recent changes in the fixed route serving that area. He said it did not appear that the change had generated any new ridership for RideSource.

Mr. Kleger reported on a recent problem he experienced with Amtrak's service, which caused him to miss his bus connection. He noted that no taxi company did wheelchair rides after 6 p.m. He said that Amtrak service had been hindered by Union Pacific and he had been told by Amtrak staff it had been a problem since December 2005.

c. Oregon Competitive Employment Project :

This item was not addressed.

Mr. Necker adjourned the meeting at 12:02 p.m.

(Recorded by Kimberly Young)