

MINUTES OF THE MEETING
ACCESSIBLE TRANSPORTATION COMMITTEE

Tuesday, July 19, 2016
10 am – Noon
Next Stop Center – Eugene Station
1099 Olive Street – Eugene, Oregon

MEMBERS PRESENT:

Pete Barron, Chair	Annie Saville, Vice Chair
Ruth Linoz	Bill Morganti
Paul Blaylock	Tim Shearer
Stefan Kwiatkowski	Hoover Chamblis
Annie Saville	Josh Haring
Paul Blaylock	Rachel Jacobsen

STAFF:

Susan Hekimoglu	Cosette Rees
Kris Lyon	Cheryl Munkus

OTHERS:

Fred Stoffer	Patricia Giller-Isley (SMS)
(Special Mobility Services – SMS)	April Wick (Full Access)
Melissa Morel (LCOG)	Laurie Morris (LCOG)
David Braunschweiger (SMS)	Richard Belcher (SMS)

I. Call to Order

Mr. Barron called the meeting to order at 10:03 a.m.

II. Introductions, Announcements, Agenda Review

Those present introduced themselves.

III. Audience Participation

There was no one present who wished to speak.

IV. Action: Minutes Approval, MAY 17, 2016

MOTION: Mr. Morganti, seconded by Mr. Kwiatkowski, moved to approve the May 17, 2016 minutes as presented. The motion carried unanimously.

V. Action: Draft LTD Reasonable Accommodation Policy

Ms. Hekimoglu reported that the latest draft was included in the agenda packet. She said staff had decided to move this item forward to the August meeting in order to have more time to review the recommendations that recently were received from Lane Independent Living Alliance (LILA). They had provided some substantial recommendations for modifications to the policy. Staff would meet with LILA to review the recommendations.

Ms. Rees said a new draft was to be sent to ATC committee members after the meeting with LILA. There was no specific deadline for the policy, so action could be moved to the September meeting, if necessary.

VI. Main-McVay Transit Study. This item was moved to the end of the agenda to accommodate staff time.

VII. Program Updates

- a. Lane Transit District - Cosette Rees. Ms. Rees reported that a new customer services representative was hired to replace Beth, who recently had retired.
- b. RideSource Call Center Advisory Committee - Kris Lyon. Ms. Lyon stated the RideSource Advisory Committee met on July 13, 2016. The Committee reviewed costs related to the Non Emergent Medical Transportation (NEMT) Program and the the Trillium contract negotiations. A transportation provider meeting was scheduled to discuss contract negotiations. The Committee would meet again in September.
- c. RideSource Call Center - Richard Belcher. Mr. Belcher reported no new changes at this time. He said the call center continued to work on efficiency. Over the last two weeks average answer time was 48 seconds.
- d. RideSource ADA paratransit - David Braunschweiger. Mr. Braunschweiger reported that Trapeze, the software vendor hired by RideSource to implement new dispatch software, planned to evaluate RideSource's needs.

He reported the new commercial driver's license (CDL) sleep apnea rules were causing more drivers to be referred to sleep apnea testing, which was costly to the driver. The driver's regular physician could initiate the testing. If diagnosed, a month had to pass before being reconsidered for a medical card.

- e. South Lane Wheels (Cottage Grove) - Ruth Linoz. Ms. Linoz said that she received a flyer from the Community Transportation Safety and Security Accreditation Program through the Community Transit Association of America. It was an interest in improving the safety level in a more programmatic process for service

providers. The program cost \$6000 and needed to be recertified every three years. Her main concern was whether or not service providers could have this included in other LTD programs because a provider first needed to certify a member of the organization before agency certification.

Ms. Hekimoglu asked who required the certification.

In response, Ms. Linoz said it was not required. It was a resource to help organizations in establishing safety standards. She wanted to know how much LTD, in their oversight of agencies, was interested in ensuring that service providers complied with this.

Ms. Hekimoglu said LTD planned to follow up on this.

- f. Florence Rhody Express - Josh Haring. Mr. Haring reported that Florence Rhody Express was looking for a new driver. He said ridership was up.

Mr. Blaylock asked when the next LTD route review would take place. Ms. Rees said the route review cycle had been completed for services to be implemented in the fall of 2016. LTD was looking at adjustments that would be implemented in February. Mr. Blaylock said he was specifically concerned about route 52. Ms. Rees said LTD planning staff would schedule some time to be at Eugene Station to receive input. Dates and times were published in Bus Talk. She planned to send information to the ATC.

- g. Oakridge / Diamond Express - Patricia Giller-Isley. Ms. Giller-Isley reported ridership was down due to lower summer ridership and because the Lane Community College students were not riding right now.

She added that ODOT planned to repave a large portion of Highway 58 in August. No long delays were expected. The repairs mainly were to be done at night.

- h. LCOG Senior & Disability Services (S&DS) - Rachel Jacobsen. Ms. Jacobson reported that her staff were receiving a larger number of assessments for younger adults with developmental, intellectual, and mental health functional disabilities, which the organization had less experience and training for. Ms. Lyon said she would check with the Call Center to see why that was happening, and also suggested potential training with Alternative Work Concepts whose specialty was working with that population. Aging and Disability Resource Connection of Oregon (ADRC) and the White Bird Clinic would be training staff on how to more appropriately conduct assessments with those clients who experience mental and emotional illness. In the meantime, S&DS staff had found that allowing individuals to bring a family member or friend to a transportation

assessment provided the client comfort, so they would continue to allow clients to bring a companion to transportation assessments.

Ms. Jacobson said the LTD Enhanced Volunteer Program first stakeholders meeting was held. The committee planned to address the challenges of recruitment, onboarding, training, support and retention of all volunteer drivers.

- i. LILA - Tim Shearer. Mr. Shearer reported that LILA was staying busy. Services included assisting individuals looking for temporary and permanent housing, both of which were difficult for those on limited or no income.
- j. Full access – April Wick. Ms. Wick reported Full Access currently served 487 clients. The state mandated service capacity was 498 and most months they served at or slightly under capacity.

She reported that the Full Access client picnic was scheduled for the end of August at Emerald Park. She would provide the ATC with more information at the next meeting.

Ms. Wick said that Full Access hired a new Personal Agent who would be staffed in Cottage Grove and who was a resident of Creswell. She said in the past the Cottage Grove office was underutilized. They planned to now hold regular office hours and to increase south Lane community involvement.

- k. New EmX Platform on 11th near Willamette. Pivot Architecture - Kari Turner

Kari Turner, Principal Architect from Pivot Architecture was present to report on the new EmX platform on 11th street just west of Willamette, adjacent to the LTD Customer Service Center. She said the new EmX buses lean over when they get to the station due to the way the road is curved and the bridge plates are not able to come out. In order to accommodate for this, the EmX platform was going to be raised and small lip was going to be added at the back of the platform. A new railing would be put along the back, as well. In addition, a new shelter was going to be built. She said they were also trying to improve circulation space. Ms. Turner reported that construction began and was to be completed in August. This new station would tie in with the West Eugene EmX service.

She said the EmX stations on 6th and 7th street were nearing completion. New features were added to the boarding zones, such as linear detectable pavers, symbols for accessibility, and bicycle boarding.

VI. Main-McVay Transit Study

Sasha Luftig, the project manager for LTD, and Emma Newman from the City of Springfield provided a PowerPoint presentation entitled: *Main-McVay Transit Study*. Further information could be found at ourmainstreetspringfield.org.

They presented on the following topics:

- Main Street - Change
- Main Street Today
- Safety on Main Street
- Main Street Projects Integration
- Safety Improvements
- Main-McVay Transit Study Purpose
- Options being considered
- Process for Phase 2
- Design Options (E. of 20 Street)
- Existing Conditions
- EmX Mixed Traffic (Right Lane)
- Design Alignment
- Median Transit Lanes

Ms. Linoz asked how much coordination was planned between pedestrian crossings and EmX stations. In response, Ms. Newman stated that all EmX stations would have a pedestrian crossing option.

Ms. Jacobson asked how far off of Main Street/ McVay Highway the study looked at sidewalk activity and how did this plan interact with other local plans to provide neighborhood access to the improved corridor. Ms. Luftig said sidewalks were looked at in a quarter mile around the corridor. Ms. Newman added that she worked on the sidewalk infill project. She said moving forward she hoped to coordinate the two projects.

Mr. Barron expressed concern about the visibility of crosswalk flashing lights for pedestrians.

Mr. Kwiatkowski expressed concern that design option 4 was no longer under consideration. He anticipated the buses getting behind schedule due to the mixed traffic routes in the other design options. Ms. Luftig said that the study found transit travel time difference insignificant compared to the 96-foot option. Modeling of traffic congestion twenty years from today projected insignificant congestion. When eliminating design options, the Main/McVay Transit Study Governance Team also took impact to business and property owners into consideration.

Ms. Newman added that the study also looked at intersection types, such as queue jumps, traffic signals and roundabouts. The study examined how to improve bus efficiency at the five major intersections on Main Street /McVay Highway.

Ms. Luftig said the EmX level boarding and fewer stops also enhanced travel time.

Mr. Barron asked if the buses running contra traffic in design option D would confuse drivers. Ms. Luftig said it would initially. Additional signage and a period of education would need to be implemented.

Ms. Jacobson asked how individuals would find transit route navigation and connections. Ms. Luftig said this had not yet been evaluated, but the study planned to explore way finding after the locally preferred solution was chosen and detailed design had begun.

Ms. Saville said the existing pedestrian crossings at on-demand signals were dangerous. She suggested improving demand signal visibility and adding preemptive signage. She added that she would choose not to build the EmX option for Main Street. She suggested cutting down the number of bus stops for already existing bus routes to save money. Ms. Newman said this was being considered as an enhanced corridor option.

Ms. Saville said on McVay Highway there were no sidewalks or curbs and people needed safer places to cross and to board the bus. Ms. Luftig said this issue was identified as a need in a recent design meeting. The challenge was going to be how to fund those types of investments if the locally preferred option for an enhanced corridor was chosen.

Mr. Shearer expressed concern about the ten-year timeline. Ms. Luftig said certain projects would be able to move up on the priority list based on community feedback.

Ms. Jacobson reported a high concentration of clients in residential neighborhoods of Glenwood who used RideSource because they could not access the bus. This was not cost effective and clients needed to plan their trips 48 hours in advance to use RideSource.

Ms. Rees stated that the visual cues and enforcement of pedestrian crossing beacons needed to be improved. Ms. Newman said enforcement had increased significantly, with 40 percent more citations between 2014 and 2015. She said education, enforcement, and engineering were necessary to make the streets functional and safe. The plan to implement medians would help.

Ms. Rees expressed concern about safety for people with disabilities. She asked if there would there be an adjustment to crossing times if the road were widened. Ms. Luftig stated that they planned to work with a traffic engineer to address this and to adhere to

required standards. She said if the existing standards were not providing enough time to cross the street, then they could work with the ATC to get more feedback.

VIII. ADJOURN - NEXT MEETING: Tuesday, August 16, 2016

Ms. Hekimoglu reported that the next meeting was planned for August 16. The agenda included the Reasonable Accommodation Policy, Easy Access Program, membership and bylaws.

Mr. Morganti, seconded by Mr. Kwiatkowski, moved to adjourn the meeting. The motion passed unanimously. The meeting was adjourned at 11:44 a.m.

(Recorded by Emily Mathis)