

MINUTES OF MEETING
ACCESSIBLE TRANSPORTATION COMMITTEE

Tuesday, February 21, 2017
10 a.m. - Noon
Next Stop Center - Eugene Station
1099 Olive Street, Eugene, Oregon

MEMBERS PRESENT:

Paul Blaylock	Hoover Chambliss (non-voting)
Salish Davis	Aline Goddard
Josh Haring	Rachel Jacobson
Stefan Kwiatkowski	Ruth Linoz
Bill Morganti	Eleanor Mulder
Ed Necker	Annie Saville
Tim Shearer	

MEMBERS ABSENT:

Peter Barron, Chair	Scott Whetham
April Wick	

STAFF:

John Ahlen	Renee Jones
Heather Lindsay	Kris Lyon
Cosette Rees	Bret Smith

GUESTS:

David Braunschweiger	Rodney Cimburke, minutes recorder
Jan Duiven, captioner	Dave Sedgwick
Gary Wildish	

I. CALL TO ORDER

Ms. Saville called the meeting of the Accessible Transportation Committee (ATC) to order.

II. INTRODUCTIONS, ANNOUNCEMENTS, AGENDA REVIEW

Those present introduced themselves. There were no announcements or changes to the agenda. Mr. Ahlen announced that LTD was performing tests on the fire alarm system, and the meeting attendees should expect a fire alarm to go off at some point during the meeting.

III. AUDIENCE PARTICIPATION

There was no one wishing to speak.

IV. ITEMS FOR ACTION

A. Minutes Approval: November 15, 2015

Ms. Linoz, seconded by Mr. Morganti, moved to approve the December 20, 2016, meeting minutes as presented. The motion passed, 11:0:1; Mr. Kwiatkowski abstained.

V. SURVEY AND ROUTE REVIEW

Mr. Smith offered the Committee a report and Power Point presentation on the West Eugene Service Redesign and the LTD Survey on the same topic.

Mr. Smith asked Ms. Jones how many surveys had been completed.

Ms. Jones replied approximately 400 surveys had been submitted thus far.

Mr. Smith stated that a year ago, LTD only received approximately 600 surveys in total, however, the new West Eugene Service Redesign survey had only been circulating for about a month and a half, and already 400 surveys had been submitted.

Mr. Necker asked for clarification on proposed changes to Route 41. He wondered if, a rider wanted to catch the 41 outbound, they would have to walk to 6th Ave, instead of 7th Ave, as presented by Mr. Smith.

Mr. Smith responded that Mr. Necker was correct; a rider would have to walk to 6th Street in order to catch the 41 outbound.

Ms. Linoz asked if there would be any overcrowding issues with so many different routes transferring riders to the EMX at its furthest point from Eugene Station.

Mr. Smith answered that LTD routes were now running 10-minute service on West 11th Ave instead of 30-minute service, and the EMX would not be sharing the same station as the fixed-route buses on West 11th.

Mr. Morganti asked if the new EMX route would be Gateway - RiverBend - West 11th, or Gateway - West 11th - RiverBend.

Mr. Smith said that LTD did not know yet.

Ms. Lindsay offered that the segment from Eugene Station, to Springfield Station, to Gateway Station would remain the same.

Ms. Jacobsen asked if there would be a transit officer at the transfer stations.

Ms. Lindsay replied that LTD would probably have someone at Target on W. 11th to help people get accustomed to the route changes.

Ms. Jacobsen asked if there would be a transit officer permanently stationed there.

Ms. Rees said there were currently no plans for a permanent position there, but travel training would be offered to riders.

Mr. Blaylock said that he liked the changes to the 55 route, but he asked if there were plans to add service to the 55 on Sundays.

Mr. Smith said there were no plans to add any weekend routes to the 55.

Ms. Linoz asked what was being done at the transfer points to accommodate ADA vehicles.

Mr. Smith said that further investigation would be performed on this topic.

Ms. Linoz offered that currently, none of the parking lots in question were set up to accommodate a van (such as the RideSource van), and she felt when the lots were re-striped, accommodations for vans and other ADA vehicles should be made.

Ms. Lyon wondered about southbound traffic on Garfield approaching 11th when LTD buses begin stopping there.

Mr. Smith said that intersection is being redesigned to accommodate the turn onto W. 11th.

Mr. Braunschweiger asked what the transfer infrastructure would look like on West 11th and Bertelsen.

Mr. Smith answered there was no transfer infrastructure at that corner.

Mr. Sedgwick asked if there were plans to expand the stop in front of the Pearl Buck Center.

Mr. Smith replied that there were no such plans at this time of which he was aware.

Mr. Necker asked if the 32 Route was being discontinued.

Mr. Smith said that it was, and the service was being folded into the EMX and the 93 bus.

Mr. Chambliss asked how far west the old 32 bus went.

Mr. Smith replied that it only went as far west as Bertelsen.

Ms. Linoz asked how riders were crossing to get to the transfer point on Garfield.

Mr. Smith stated that at this time, it was only a bus stop at 11th and Garfield.

Ms. Linoz said that the intersection of 11th and Garfield is a dangerous, high-traffic area, and she was concerned with the safety of LTD riders waiting for buses in that area.

Mr. Smith validated Ms. Linoz's concern, and stated that she was not the only one to raise it.

Mr. Blaylock asked for clarification on changes in stops for the 40 and the 55 buses.

Mr. Smith responded that the stops for the 40 route will not change, and there would be a 55 stop at 2nd Ave and Chambers.

Ms. Linoz wondered if the modified routes would be blocking the existing EMX at the intersection of 11th and Garfield as they load and unload riders.

Mr. Smith replied that it would be no worse in the area mentioned than in any other service area in which the EMX and other buses share stops.

Ms. Saville wondered if, in the area of Legacy and Avalon, buses would have to take advantage of a small roundabout for turning around.

Mr. Smith said they would not; he posited the area mentioned by Ms. Saville, was off of Roosevelt.

Mr. Chambliss asked which routes service the Fairgrounds.

Mr. Smith replied the 41 or the 55.

Mr. Morganti asked when the route changes would take effect.

Mr. Smith said they would begin on September 17, 2017.

Ms. Rees asked if Mr. Smith would go over the nature of the EMX service.

Mr. Smith stated that currently, the EMX stops automatically at most stations, but after the September changes, the EMX would only stop if the rider cord was pulled.

Ms. Reese asked if all EMX buses would layover at the West 11th Wal Mart.

Mr. Smith said they would.

Mr. Chambliss offered that people living in that area, especially those who use mobility devices, would recognize immediately the benefit of having the EMX running on W. 11th.

Ms. Jacobsen asked if there would be any rider training on the newer segments of the EMX; she noticed on the existing EMX routes, often times riders will block the entrances to the vehicles, making it hard for a driver to determine if someone is disembarking at an EMX station.

Mr. Smith responded that as far as drivers, they are trained to watch doors, and there are also cameras positioned to help the drivers see all the doorways and adjacent hallways.

Ms. Rees reported that riders were using the EMX as LTD intended it to be used, with most riders only remaining on the EMX for a few stops.

Mr. Kwiatkowski suggested instructions concerning the doors of the EMX be translated into Mandarin on the buses.

Mr. Necker suggested an automated audio announcement to ensure the doorways are kept clear.

Ms. Linoz wondered how the upcoming route changes in Mr. Smith's presentation would affect Eugene Station.

Mr. Smith replied: the 43 bus will no longer exist, he added there would be vacancies in Bays A and C. He said the 41 would probably go to Bay A, and the 55 would probably go to Bay C, although he was clear that these options were not yet finalized, and were subject to change in the future.

Ms. Rees asked when Mr. Smith needed feedback on the changes.

Mr. Smith said as soon as possible.

Ms. Linoz opined the online survey form was not intuitive.

Ms. Jones stated the LTD Board was having a Public Hearing in March on the changes, and all the data—including the online survey data—will be compiled on March 31.

VI. PROGRAM UPDATES

a) Lane Transit District

Ms. Rees expressed gratitude to those people who participated in the STF and 5310 funding conversation; she added the grants were approved by the Board. Ms. Rees stated that LTD staff would be working on updates on the Human Service Transportation Coordination Plan (HSTCP) in the fall.

b) RideSource Call Center Advisory Committee (RCCAC)

Ms. Lyon said the RCCAC met in the month of February, where they discussed new operation software, and the service RFP, which was out on the street currently.

c) RideSource Call Center

There were no updates.

d) RideSource ADA paratransit

Mr. Braunschweiger stated that RideSource was down six drivers, and they were actively hiring new drivers. He also announced that RideSource has a special dialysis route currently in service.

e) South Lane Wheels

There were no updates.

f) Florence Rhody Express

Mr. Harding reported that there was recently a new engine put in their bus.

g) Oakridge/Diamond Express

Ms. Goddard reported that they have had a smaller, 28-passenger bus recently.

h) White Bird Clinic

Ms. Davis announced that CAHOOTS now operates 24 hours a day in both Eugene and Springfield.

i) Alternative Work Concepts

There were no updates.

j) LCOG Senior & Disability Services

Ms. Jacobsen announced that her office was no longer backed up on in-home service requests.

k) LILA

Mr. Shearer announced that LILA was fully staffed and getting a lot of referrals from the community.

l) Full Access

There were no updates.

VII. Adjournment

Ms. Saville adjourned the meeting at 11:45 a.m. The next meeting of the Accessible Transportation Committee was scheduled for Tuesday, March 21, 2017.