

MINUTES OF DIRECTORS MEETING  
LANE COUNTY MASS TRANSIT DISTRICT

ADJOURNED MEETING

December 2, 1980

Pursuant to notice given to the Register Guard on November 18, 1980, an adjourned meeting of the board of directors of Lane County Mass Transit District was held at the Eugene Municipal Federal Credit Union, 1155 Chambers Street, Eugene, Oregon, at 7:30 p.m., on December 2, 1980.

Present: Daniel M. Herbert, Vice President  
Kenneth H. Kohnen, President, presiding  
Ted J. Langton, Treasurer  
Carolyn Roemer  
Phyllis Loobey, General Manager  
Herman Basmaciyani, Basmaciyani-Darnell  
Ellen Bevington, Planning Administrator  
Mavis Skipworth, Recording Secretary

Absent: Richard A. Booth, Secretary  
Robert C. Loomis  
Glenn E. Randall

INTRODUCTORY REMARKS BY PRESIDENT: Mr. Kohnen stated that this adjourned meeting was being held as a work session on the comprehensive service redesign and to review service policies which would help to prioritize further reductions should they become necessary next year. He said the board would be asked to provide basic guidelines to staff in development of a street specific plan. He introduced Herman Basmaciyani of Basmaciyani-Darnell and the planning staff present, Ellen Bevington, Leon Skiles, Stefano Viggiano, Nancy Matela and Ron Andersen.

BACKGROUND ON SERVICE REDESIGN: Ms. Bevington pointed out that the comprehensive service redesign was being confined to the urban service only. She explained that the redesign process was originally included in the Transit Development Program (TDP) as an opportunity to evaluate policies for the best utilization of the district's resources and that although a shortfall was forecast for 1981-82 in the TDP, it has occurred earlier than anticipated. She said that an additional 6% service reduction could become necessary next year and this process could prioritize how those reductions should occur. She requested direction from the board as to the routing concept to be developed and planning guidelines to determine what service could be offered when receiving public input. She advised that the three basic concepts available for review appeared to be radial, feeder-trunk and grid systems.

DESCRIPTION OF EXISTING SERVICE: Ms. Bevington then displayed maps of the current radial system at peak and off-peak hours and gave a brief description of the existing service. She spoke of the planning policies that have evolved and the criteria for coverage and travel time. She noted that the base system serves 87% of the people in the metropolitan community but that some trips are not as direct as would be desirable. She explained the current transfer policies and presented historical data on ridership growth, payroll tax rate changes, fare revisions and new equipment acquisition.

DESCRIPTION OF ROUTING CONCEPT ALTERNATIVES: Mr. Basmaciyan said the three concepts had been reviewed to determine which would produce the best service with the least resources. Using the basic premise to provide coverage in the same area, he described the differences of the three alternatives. He noted that the radial system with a central hub, as currently used by the district, is the most common; that the feeder-trunk system provides service along major arterials with feeders circulating throughout neighborhoods, requiring more transfers and longer waits when trips cannot be coordinated; and the grid system composed of routes traversing criss-crossing arterials in a grid pattern which is most successful at high frequency in an area with major crossing arterials.

EVALUATION OF ROUTING CONCEPT ALTERNATIVES: Mr. Basmaciyan showed comparison figures of the three concepts using the same number of buses and degree of coverage, indicating the advantages and disadvantages of each on frequency, coverage and travel time. He said it was their conclusion that the radial concept was best suited for this area and that it would not be less efficient or economical than either the feeder-trunk or grid systems. He said while improvements could be made through modification of the current radial system, any major change could adversely affect ridership for a time.

Discussion followed on the possibility of minimizing travel time through greater use of line routing and reducing loop routes.

Mr. Basmaciyan advised that through boarding counts, five areas had been identified that should be studied in detail for possible revision or elimination of low ridership segments. He listed the following alternatives that could be considered to achieve savings: 1) reduce hours of operation, 2) reduce days of operation, i.e. delete Saturday or Sunday, 3) reduce service frequency in selected time periods or routes, 4) reduce area of coverage and 5) a combination of all or some of the above.

PROPOSED GUIDELINES FOR SERVICE REDESIGN AND COMMUNITY PARTICIPATION: Ms. Bevington reiterated the need for planning guidelines by which decisions could be made for any necessary reductions in the future. She presented a listing of recommended guidelines for board consideration: 1) the District will endeavor to gradually develop a system of line routes so that service can be expanded or contracted by adjusting frequency of service rather than route structure; 2) the timed-meet at the Eugene Mall shall be maintained for downtown oriented routes until the average frequency for downtown routes is 15 minutes or better; 3) the District should establish a 60-minute policy headway for all urban routes at all times of day in order to promote greater flexibility in matching service with demand; 4) in prioritizing service reductions, LTD resources shall be reallocated from low productivity service to high productivity service; 5) the productivity of LTD service will be evaluated as follows: (a) routes that carry less than 50% of the system average in riders per hour for routes of their class will be considered substandard and will be subject to review, (b) route segments that carry less than 50% of the system average for rider activity per route mile for routes of their class will be considered substandard and will be subject to review.

BOARD DISCUSSION AND ACTION: Ms. Roemer questioned the advisability of the board making the requested decisions when three board members were not present to give their input. Mr. Herbert spoke of the urgency of giving the staff direction. He asked if all members of the board had received the

complete agenda packet and was assured by staff that they had. Mr. Langton said he was in favor of making a decision as there would be more constraints if it were delayed.

MOTION Mr. Langton moved to adopt the routing concept of a radial system. Ms.  
VOTE Roemer seconded the motion and it was unanimously approved.

MOTION Mr. Herbert moved to develop a street specific plan based on a radial  
concept formatted around the presented planning guidelines. Mr. Langton  
seconded the motion.

Mr. Herbert expressed his concern that any reallocation of resources from low productivity areas should not reduce the number of days of operation as he was opposed to eliminating Saturday and Sunday service. Mr. Langton said he felt strongly about 60 minute headway flexibility for Saturday and Sunday and that he believed elimination of the service was not the intent. Ms. Roemer said she was concerned that people would not ride the bus if they had to wait 60 minutes.

Mr. Herbert said he believed from the discussion that it was not the intent to change the entire system from 30 to 60 minutes. Ms. Bevington concurred, saying there should be flexibility in service redesign to change loops to lines when possible, to shorten routes at off-peak times when patronage is low and to make changes by time of day to fit different frequencies.

VOTE The question was put and carried unanimously.

Mr. Herbert said further that he would recommend not deleting Saturday or Sunday service because a seven-day operation offers an option to people who depend on transit. He added that no matter how abbreviated the service must become, it would allow the district to rebuild it again. He said if it were necessary, he would not be opposed to reducing the hours or frequency of Saturday and Sunday schedules. Mr. Langton suggested striving to make those days as similar to weekday service as possible to avoid confusion. It was the consensus of the board members present to not include in the plans for service reduction the deletion of Saturday-Sunday service.

Mr. Herbert mentioned that the selected radial system has the potential of working into the Bus Rapid Transit plan and that he was uncertain if the other two concepts would be adaptable.

Ms. Bevington explained that the study had indicated possible improvements that could be incorporated into the radial system and asked if the board would be in agreement if those revisions were appropriate. Mr. Herbert said the board was looking for the best performance.

Ms. Bevington offered to make available to those board members not present at this meeting an abbreviated presentation of the same materials.

Mr. Kohnen thanked Mr. Basmaciyani and Ms. Bevington for their presentation and Mr. Langton and Mr. Herbert commended them for its excellence.

  
Secretary