

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT
ADJOURNED MEETING

April 7, 1981

Pursuant to notice given at the March 10, 1981, regular meeting of the Board of Directors of Lane County Mass Transit District, an adjourned meeting of the Board was held at the Eugene Municipal Federal Credit Union, 1155 Chamber Street, Eugene, Oregon, at 7:30 p.m. on April 7, 1981.

Present: Daniel M. Herbert, Vice President
Kenneth H. Kohnen, President, presiding
Ted J. Langton, Treasurer
Carolyn Roemer
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

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

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Mr. Kohnen called the meeting to order and remarked that the large agenda packet the Board members had received was mainly to provide background material on the Comprehensive Service Redesign. He said that the Comprehensive Service Redesign (CSR) has been a major staff effort over the last year, with the purpose of, after 10 years of service, taking a comprehensive look at the system in terms of routing and services and resources, as well as to come up with a system that would be fairly easy to expand or contract. He stated that the District may now face further contraction, but in the future may need to expand. Another purpose of the system redesign, he said, was to address the problem areas that have come to the District's attention over the past few years. Mr. Kohnen also said that the Board members may want to have a field trip by bus before the public hearing so the members can see some of the changes of the Comprehensive Service Redesign for themselves.

WORK SESSION--COMPREHENSIVE SERVICE REDESIGN:

A. Review of Comprehensive Service Redesign: Ellen Bevington, Planning Administrator, summarized the direction taken in the Comprehensive Service Redesign to date. She mentioned the December Board work session in which the Board evaluated the planning direction taken with Basmaciyen-Darnell, which concentrated on looking at three types of systems: grid, feeder trunk, and radial, and no change in the type of system was found to be necessary. She

reviewed the guidelines developed by the Board: (1) to develop more line routes; (2) to maintain the downtown timed meet; (3) to allow up to 60 minutes headway; (4) to reallocate resources from low to high productivity service; and (5) to evaluate productivity of existing service on buses based on rides per hour and rides per route mile. Ms. Bevington also mentioned the employee input process in the staff ad hoc committee, the public input in the neighborhood meetings, and the staff interdepartmental design teams which designed the alternatives in the proposed system. The final stages of the CSR, she said, were the Transit Fair on April 4, the April 7 work session, the public hearing at the regular Board meeting on April 21, Board approval, and implementation in September.

B. Recommended System Characteristics: Ms. Bevington informed the Board that coverage is comparable under the old (86.4%) and new (85.6%) systems, and that travel time in the proposed system would be 3.9 minutes faster at peak hours. She also said that resources would be reallocated to peak hour service, with midday service on most routes running at 60-minute intervals and peak hour service remaining the same, and that the proposed service would have more line routes than the current system (a line-to-loop route ratio of 2.4% compared with 0.8%).

Mr. Langton asked about changing routes on weekends, to which Ms. Bevington responded that the routes are to remain basically the same--they may be "short-lined," but will not be completely different routes on the weekend. She said the system allows for change to allow for the growth of the cities; the routes can be extended without changing the previous routes, as the need arises.

C. Southwest Eugene-Bethel Danebo Service: Paul Shinn summarized some of the problems in these areas, such as having a lot of loop routes and indirect travel, as well as many routes that aren't very well used. He then explained the changes in each route under the proposed system. He summarized those changes by saying that (1) there would be more direct travel for more people; (2) there would be University of Oregon oriented service for people in the southwest area who wanted it; (3) the Bethel area would have better coverage; (4) the new system did not provide low-used service on Crest Drive and Bethel; and (5) there will be few changes on the weekend. Dan Herbert asked how those new routes would be cut back if the whole system had to be cut back 10% next year, and Mr. Shinn showed how it could be accomplished on several routes.

Mr. Herbert asked another question, regarding what happens to drivers when there are 50 vehicles on the streets at peak hours and 38, or about 2/3, at off-peak hours. Mr. Shinn responded that split shifts can be used under the current contract, but part-time drivers cannot. Mr. Herbert asked if there is to be a cut in driver hours as well as in service hours, to which Mr. Shinn responded that there could be 2% overlap, but a cut in driver hours should be accomplished by the CSR. Ms. Loobey discussed the possibility of employing part-time drivers.

Mr. Herbert said that at one time some Board members had been told that it would be impossible to cut out service between peak hours and off-peak hours, and asked if the staff were certain that it could be done. Mr. Shinn replied that it will work, that under the current system there are a lot of routes that take different times to run, so buses would be going into the garage at different times. Under the proposed system, he said, staff attempted to have most routes running the same length of time--about 3/4 of the routes are hour routes and will get to the garage at the same time, so it will be easier to cut off service for off-peak hours.

D. River Road/Santa Clara-North Eugene Service: Ron Andersen explained service changes in the River Road, North Eugene, Ferry Street Bridge, Cal Young areas. He said that there were some problems in the current system that had been addressed in the proposed system, such as the fact that many people in the Santa Clara area want to go to Valley River Center instead of going directly downtown. The same was true for people on the Irving route. Mr. Andersen said that in the proposed system, all routes are 60 minute routes and can be expanded or contracted without affecting each other.

Mr. Kohnen asked if there is a Park and Ride area in North Eugene, and Ron Anderson responded that there is one at Howard, and that in the future Park and Ride can expand from the River Road transit station if necessary. Ellen Bevington added that all present Park and Ride locations will be used in the proposed system.

E. Springfield-Southeast Eugene Service: Ms. Bevington described some of the problems with the current system in the Springfield area, such as (1) large loops, indirect service, long travel times, low productivity; (2) the District's present inability to serve Weyerhaeuser, and (3) new high density residential areas in the Centennial area. The Southeast Eugene problems she described as (1) the on-going suggestions that Southeast Eugene have direct service to the University of Oregon, and (2) low productivity in the Laurel Hill valley (changes were recently made in that route which should alleviate some of the problem).

Ms. Bevington described the changes in the proposed routes for the Springfield and Southeast Eugene areas; one important change in Springfield would be the addition of subscription service for Weyerhaeuser. Few changes would be made in the Southeast Eugene area, but one route, the Fox Hollow, is scheduled to go to the University of Oregon before going downtown, which would allow for transfers at 30th and Hilyard. The City is planning to make improvements there this summer.

F. Summary: Ms. Bevington stated that she expects problem areas to surface at the April 21 Board meeting, and that the people who will attend that meeting will be people whose service is worse. She said the staff think the

proposed system is good, and hope the presentation explained why certain trade-offs were made in the system redesign.

Ms. Bevington suggested that the Board members might like to take a bus trip to some of the areas where service may be reduced or changed, and that it should be done before the Board hearing on April 21. It was decided that the Board would meet at the LTD offices at 4:30 p.m. on Monday, April 20, for a box supper and an approximately two-hour bus ride.

Ms. Bevington also asked the Board if there was other information she could prepare for them before the April 21 hearing. Mr. Herbert asked if this proposed system is compatible with what the District has been calling the rapid transit system of the future, and Ms. Bevington responded that it is.

Mr. Kohnen thanked all staff who participated, and said that everyone had performed particularly well, in the public hearings, at the Transit Fair, and at the work session that evening.

LEGISLATIVE UPDATE: Ms. Loobey informed the Board that she would be in Salem often in the near future and asked for Board input on two bills in particular. The first bill, Senate Bill 685, would permit mass transit districts the size of LTD (of which LTD is the only one in the state) to raise the employer payroll tax from .06% to 1.0%. She mentioned that the bill was sponsored by the Committee on Transportation at the request of Glenn Randall. The second bill, SB 841, would direct the Governor to appoint two additional members to the boards of mass transit districts--one would be a driver of the district, and one would be a regular rider. This bill was sponsored by the entire Lane County delegation.

Ms. Loobey told the Board that her personal opinion regarding SB 685 is that this is an inappropriate time to seek a higher rate on the payroll tax. She said that the District needs to work with the business community because of the economy, and that SB 685 would be a "threat" to the business community. She added that the District needs to keep searching for alternative ways of financing. Her opinion regarding SB 841, she said, is that employees now have ways to give input to the Board and management staff, and that labor negotiations would be difficult, if not impossible, with a contract employee on the Board. She added that even the General Manager does not have a vote on the Board.

Ms. Roemer stated that virtually none of the Board members ride the bus, but future appointments should include the criterion that the appointee should be a bus user. She said she did not support SB 841, but would support future appointees being users of the service.

Mr. Kohnen asked if the Board wanted to take a position on either bill. Mr. Herbert said he did not see a reason to support either bill, but didn't know if the Board should oppose them or stay silent. Ms. Roemer said she thought the Board should oppose SB 841, and Mr. Langton said that if the Board takes a stand on SB 841, it should be negative. Mr. Kohnen stated that it might be

helpful to Ms. Loobey if the Board took a stand either way. Ms. Loobey explained that if the Board did not take a position, she would work one-on-one with the Legislative committee (because she could see by the discussion that there is no support for SB 841) but would not testify before the committees.

MOTION Mr. Langton moved that the Board go on record as opposing Senate Bill 841,
VOTE which would add two additional members to the Board. Mr. Herbert seconded the motion and the vote was unanimous in favor of the motion.

Mr. Kohnen asked if there would be a motion regarding SB 685. Mr. Langton said he was personally opposed to it, but Ms. Roemer thought that the Board should not take a stand against the bill until Mr. Randall was present. Mr. Langton said that whether or not there is a Board position regarding the bill, in talking with legislators, Ms. Loobey could tell them he is opposed to it. It was decided by the Board members present that no position would be taken at this time.

Ms. Loobey also mentioned House Bill 2097, which would change the requirement under Oregon Revised Statutes that all facilities be accessible. She said she had made a request at the OTA conference in a conversation with Glenn Otto that when there are both state and Federal regulations, they could meld so that if we were in compliance with one, we would be in compliance with the other, and the Federal regulations would take precedence. She said that when the bill was introduced there was a problem with the handicapped communities in Portland and Eugene, but the understanding is now that we would work with handicapped users with a regard for equity of service. She said she is not certain when the bill will come for hearing, but she thinks the amendments worked out with Tri-Met and the handicapped community and Lane Transit District are fair. She said she would like to support the bill when it comes on for hearing.

Mr. Kohnen asked if the bill would be better than the status quo. Ms. Loobey said yes, that if the Section 504 regulations are deleted, it would allow us to meet the needs of the local community. She said that Tri-Met wants to work differently with their community. It would allow the District to be more flexible, she said, with no dates for completion, etc. There would still be language in the law that if we were in compliance with the Federal statutes, we would be considered in compliance with the Oregon law.

MOTION Mr. Langton moved that the Board go on record as supporting House Bill 2097,
VOTE Ms. Roemer seconded, and the vote was unanimous in favor of the motion.

Next Ms. Loobey spoke about House Bill 2510, which Glenn Otto intended to remove the 10¢ fare restriction. She said that during the hearing a large number of Portland area seniors were in opposition to the bill and the committee tabled it. Ms. Loobey said she had talked to Representative Otto and asked if he would be supportive of bringing the bill back to committee and having it be specific to Lane Transit District. It would have language to say that LTD would not charge the seniors more than one-half the base fare at any time. Mr. Otto is supportive of that and has written the amendment himself.

Ms. Loobey mentioned that she spoke with seniors at the Transit Fair and on the bus, and could not find any opposition to this kind of fare provision in our local community.

MOTION

Mr. Herbert moved that the Board support the concept of one-half fare for seniors and instruct the General Manager to inform the Legislature of that support. The motion was seconded and the vote was unanimous in favor of the motion.

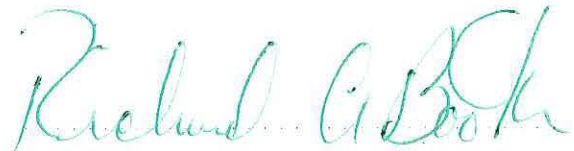
VOTE

Ms. Loobey announced that she and Tim Dallas, Director of Operations, would be attending the APTA Western Conference in Sacramento, and would be gone from Friday, April 10 through Thursday, April 16. She said that in her absence, Paul Shinn would be Acting General Manager.

MOTION

ADJOURNMENT: It was moved and seconded that the meeting adjourn to the bus ride beginning at the LTD offices at 4:30 p.m. on Monday, April 20, 1981. The vote was unanimous in favor of the motion.

VOTE



Secretary