

MINUTES OF DIRECTORS MEETING
LANE TRANSIT DISTRICT
SPECIAL MEETING/PUBLIC HEARING ON FARES AND SERVICE

Monday, February 13, 2006

Pursuant to notice given to *The Register-Guard* for publication on February 9, 2006, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a special meeting on Monday, February 13, 2006, beginning at 5:30 p.m. in the Bascom/Tykeson Room of the Eugene Public Library.

Present: Susan Ban, Vice President
Mike Eyster
Gerry Gaydos, President, presiding
Dean Kortge
Mark Pangborn, Interim General Manager
Jo Sullivan, Clerk of the Board, Recording Secretary

Absent: Debbie Davis, Treasurer
David Gant, Secretary
(one vacancy)

CALL TO ORDER: The meeting was called to order at 5:33 p.m. by Board President Gery Gaydos.

PRELIMINARY REMARKS/ADDITIONS TO AGENDA: Mr. Pangborn called the Board's attention to information regarding an OASIS breakfast on April 13, to which Board members were invited.

PRELIMINARY PUBLIC HEARING ON FY 2006-07 FARE RECOMMENDATIONS: Director of Marketing and Communications Andy Vobora presented the staff's recommendation for an increase in the price of tokens from \$1.00 to \$1.10. He noted that tokens provided riders with an interim step between cash fares and passes. Previous fare increases included a cash fare increase in July 2001, tokens in July 2002, and monthly passes in July 2002. Mr. Vobora explained that the District typically staggered changes in fares to allow customers an opportunity to change fare types and save money. Information about this potential change had been distributed through *Bus Talk*, on-board bus posters, a display in the Customer Service Center, and on the District's Web page, and was covered in *The Register-Guard*. If directed by the Board, this fare increase would be included in the fare ordinance scheduled for a first reading on March 15, 2006, with the second reading and adoption scheduled for April 19, 2006. The token price would be implemented on July 1, 2006.

Mr. Vobora explained that the second recommendation being considered was to increase group pass prices by 6 percent for 2007. Group pass prices were not included in the District's fare ordinance, so this would be a separate action item for the Board on April 19, 2006.

Public Hearing on Fares: Mr. Gaydos opened the public hearing on the fare recommendation. There was no one wishing to testify, and the public hearing was closed.

PRELIMINARY PUBLIC HEARING ON FY 2006-07 SERVICE RECOMMENDATIONS: Service Planning Manager Will Mueller presented the service changes under consideration for FY 2006-07. He used a PowerPoint presentation to discuss the proposed service changes, the 2006 annual route review process and schedule, the public involvement process, annual route review and EmX service coordination; and key annual route review issues. The key issues for consideration were:

- (1) Whether the Franklin EmX should operate on 10-minute or 12-minute headways on weekdays and the #11 Thurston should operate on 15-minute or 20-minute headways on weekdays
- (2) When and how to provide service to the new federal courthouse
- (3) Possible elimination of the 5:20 p.m. trip on the #22 Crest Drive route and summer service
- (4) Possible elimination of the loop service on the #76 UO/Westmoreland route and summer service
- (5) Possible addition of additional afternoon and later service on the #98 Cottage Grove route
- (6) The juggling of bus bay assignments at the Eugene Station with the implementation of EmX service
- (7) Possible reinstatement of midday service frequencies on routes #25, #28, and #30

Public Hearing on Service Recommendations: Mr. Gaydos opened the public hearing on the FY 2006-07 service recommendations. He asked that speakers limit their remarks to three minutes.

- (1) Mel Barnes of Springfield handed written comments to the Board. He suggested several service changes in Springfield, including the area northeast of 5th Street and Q Street, on Jasper Road (between 32nd and 42nd Streets); and a route on 32nd via Virginia/Daisy to 69th for older people who lived in the area. He said that more than 500 homes were being built south and east of 58th Street, in the Potato Hill area.
- (2) Mike Fleck introduced himself as a Cottage Grove city councilor and explained that he had been instrumental in helping get LTD service to Cottage Grove. He said he had quit riding the bus 18 months ago because he had to work later, and that he appreciated the consideration of a later evening route. He said that people were standing on the buses in the morning, and he knew of one person turned away from service recently. He appreciated the articulated buses, and said that occasionally when smaller buses had to be used, they ran out of room, and people had complained to him. He said that Mr. Vobora would be speaking to the City Council that evening and could bring the Council's feedback back to the Board. He stated that the 7 a.m. bus to Eugene typically was two-thirds full to Creswell and then standing-room-only after that, every day. He said that this route really needed the additional service.
- (3) The Brandt family of Eugene spoke about the #76 loop service. Kathleen Brandt said that they had moved to their neighborhood because it had hourly bus service, and she commuted to PeaceHealth. Then the service changed to only morning and evening trips. She stated that her family believed in alternative transportation, so she had switched to biking, but there were steep hills and she had been injured. She said that the family would miss the bus service very much if they did not have it, and that currently she took her bike on the bus. Genevieve Brandt said that she would be going to Roosevelt Middle School the following year and wanted to ride the bus to school with the other neighborhood kids. Jon Brandt, a bike rider, said he had broken his arm six months ago and rode the bus five

days a week, preferring taking the bus to driving a car. He said that his son Everett rode the school bus every day and that would lead to riding the city bus. Natalie Brandt said that it was fun to walk and ride the bus and that it was good exercise.

- (4) Marion Walter of Eugene expressed her appreciation that the hearing was at the Eugene Library instead of in Glenwood. She said she would e-mail more comments, but had a question about the #11 Thurston. Mr. Pangborn said that the EmX Franklin Corridor would follow the #11 route. Ms. Walter was concerned that EmX would not be on campus and would not stop at the PC Market of Choice and Hirons, which would be more difficult for those with shopping bags. She also asked if the #25 would be restored midday. Mr. Mueller explained that the recommendation was to restore service on the #28 and #30, but that the #25 did not make the cut. Ms. Walter said she had ridden the #27 for 27 years and that few people rode on Saturday because the first bus got downtown at 10:25 a.m. and also missed transfers downtown. She stated that she was glad that Saturday Breeze service was being restored. She said that having a bus every hour was very difficult because of connections, sometimes causing a wait of 25 to 55 minutes downtown, and she asked the Board to think of the people like herself who did everything by bus. Mr. Mueller clarified that the Saturday Breeze service was not recommended to be restored. He noted that the goal was to provide a 2 percent service increase overall, and the current list of recommendations was higher, at 2.28 percent.
- (5) Lucas Murphy of Springfield said that he had come before the Board in November requesting that the #11 Thurston resume traveling to B Street between 5th and 14th Streets. He liked the idea of a possible route down 32nd, Virginia, and Daisy, and thought that a bus by Agnes Stewart School would be nice. Regarding a bus stop at Hirons and PC Market, he said that he would not want to be in the block by the deserted auto agency parking lot with a bag of groceries at night, and that he felt safe where the stop currently was. He said that he had e-mailed comments regarding safety concerns about crossing South A Street to get back to Springfield on the #11. He said it was a very busy street and somewhat deserted until the residential area on North A Street. He stated that the Board should consider these kinds of safety concerns in service requirements as much as anything else. Regarding the restoration of service on B Street, he said, the bus at the Springfield Station had eight minutes to wait during peak periods and that many times the bus stopped and waited a couple of minutes at the Thurston Station because it was ahead of schedule. He thought the #11 could easily be restored to that B Street segment and the operators still would have recovery time.
- (6) Happi Matthews of Eugene stated that he was with the Associated Students of Lane Community College student government, with a responsibility to address issues for students. He said that it was difficult for students to take the #98 when they had night courses and could not get back to Cottage Grove. He thought that safety on the #98 was an issue, with standing room only at 60 miles an hour on the freeway, and he said that some students had been turned away because the bus was full. He recommended a later route for people who worked until 6 p.m., and that the #85 go to the Springfield Station instead of riders having to transfer to the #11 at the Eugene Station. He wondered if the #85, #12, and #13 could go to the Springfield Station on a rotating schedule, and wondered if there could be more routes from LCC so that people did not have to go to the Eugene Station. He said he would provide his comments in writing before the service decision and would return with additional recommendations from students on March 13.

- (7) Dennis Turner of Springfield said that he had ridden LTD extensively for many years, including the #12, #11, and the Breeze. He asked LTD to consider restoring Saturday Breeze service and later service, and said he supported scenario C for EmX.
- (8) Chris Phillips of Eugene spoke about the #76 service to City View and 28th Avenue in Eugene. Residents had been told that four riders per hour would be enough to keep the service and he thought that had happened, but that the new target had changed to five riders per hour. He said that ridership was hurt considerably in September, the new bid period for drivers. During that time, the 7:30 a.m. inbound bus to the UO was at least 10 minutes late and most times 15 minutes late for one and a half weeks at the beginning of the new term, because it was late from Junction City. He said that many people did not begin riding because of that. When driven by operators on the extra board, there was a different driver every day, and the last two times the bus did not go around the loop. Therefore, he said, people could not count on the bus; however, ridership had been increasing. He said that he had seen an average of 6 or 6.5 riders on the bus by the time the loop ended, with quite a few occasional riders and new faces on the bus on afternoon trips. He thought that more people would ride as a result of increases in the cost of gasoline. He mentioned also that he had sent an e-mail suggesting a possible rearrangement of the #76 and #22. He said that about 15 or so schoolchildren currently served by the #76 and not the #22 were attending Roosevelt. He thought they might be more likely to ride the bus if the connection with the #22 were better. Currently, the #22 got to 28th and Chambers about two minutes after #76 had gone by.
- (9) Robert L. Hixon of Eugene said he understood that LTD might do away with the #76 altogether. He said that when he bought his home in 1988, there was hourly bus service between 6 a.m. and 6 p.m. and it was a joy to be able to take the bus. Now he said he no longer rode because he would have to ride at 6:30 a.m. and 5:30 p.m. He said he was 76 years old and depended on his car, but his original intent was that the bus at 28th and City View was going to be his lifeline.
- (10) Lorie Inglis of Eugene said she was a neighbor of the Brandts and Chris Phillips, and they had gotten her to start riding the #76. She said that the #33 was a 15-minute walk to her house but the #76 was a two-block walk. She said she could appreciate earlier service in the morning and could not ride the #76 home because she had to work later, so she had to ride the #33 and walk. She said she had been stranded at night with the next bus at 11 p.m. with children. She said she appreciated the #76 and asked LTD to keep it. She thought that some errors, such as a couple of weeks ago when the operator missed Westmoreland and had to go back around, might discourage occasional riders from riding again.
- (11) Laurie Gansel of Cottage Grove said that she had been riding bus #98 since it started, and that it was crowded at 11:00 a.m. into Eugene and 4:30 p.m. outbound. She said it was normal for people to have to stand, and dangerous to stand at Interstate speeds. She urged LTD to add another bus, and asked for an evening bus leaving Eugene late enough so that people could attend UO athletic events and Hult Center events.
- (12) Colleen Shaw of Eugene said that she wanted to live on a bus route and recently bought a house served by the #76. She did not have class until 10 a.m. so took the #33 rather than the 7:30 a.m. #76. She said there were always at least three people, as well as friends who lived in the area, who would ride the #76 if there were midday service.
- (13) Kurt Yeiter of Eugene said that he lived on 28th Avenue on the #76 loop. He called attention to his written comments on page 5 of the packet of comments received by LTD.

He stated that LTD provided a "class act," and thanked the Board. He said that Mr. Mueller had talked to his neighborhood group earlier in the year. He told the Board that he was proud of his daughter for taking the Breeze to the prom. He suggested adding service instead of cutting the #76, since people were unable to ride this service if they worked later in the evening. He said that it was very limited service and sometimes seemed like one-directional service. He said that the loop only took a couple of minutes. He did not think it picked people up westbound on 18th, so he didn't think it hurt timing to make the loop. From his observations, ridership seemed to be increasing. He said there was a lot of turnover in the neighborhood, with quite a few homes up for sale each year, and he saw new faces on the bus. He said he did not know what the future held for Westmoreland student housing, so it seemed to him that LTD could continue the service and it might expand, and then LTD could assess the service again later.

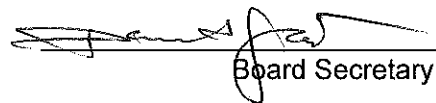
- (14) Jim Weston of Sacred Heart Medical Center/PeaceHealth thanked the Board for helping get their employees to work. He also thanked Ken Augustson for helping with the #75x and Mr. Mueller for his work on service to International Way. He said he was there to speak in support of service for International Way, and said he thought the #76 service should be retained. He also spoke in support of the 11:40 p.m. departure times being restored. Lastly, he spoke about his concern about escalating costs for the group pass program.
- (15) Dorothy Ehli asked when the courthouse would open and what transportation would be provided. Mr. Mueller said that the courthouse was scheduled to open in Fall 2006 and staff were considering deviating some trips near there. He explained that a lot of road and signal improvements would not be made until late 2007 or 008, so it was difficult to plan service. Staff hoped to have the #28 let people off at the crossing at Broadway until the crossing at 8th and Mill was ready in 2008.

There was no other testimony, and Mr. Gaydos closed the public hearing. Mr. Kortge left the meeting during the public testimony. The rest of the Board took a brief break.

EMX PROJECT UPDATE: Facilities Services Manager Charlie Simmons, EmX Public Relations Representative Sue Viggiano, and Development Services Planning Associate Technician Joe McCormack provided an update on the EmX project, including lane construction, property acquisition, utilities undergrounding, stations, roadwork, public art, vehicles, and budget.

FACILITIES CAPITAL PROJECTS UPDATE: Mr. Simmons and Mr. McCormack updated the Board on removal of old shelters and the installation of new shelters through the LTD service area. They also provided information on the joint development tenants at the Springfield Station and demolition and reconstruction of the old Springfield Station, as well as updates on other LTD facilities, including the property at 310 Garfield, the year-old RideSource facility, the Amazon Station, and new pedestrian crossings on Country Club Road and at other locations.

ADJOURNMENT: There was no further discussion, and the meeting was adjourned at 7:35 p.m.


Board Secretary