

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

Monday, April 7, 2014

Pursuant to notice given to *The Register-Guard* for publication on April 3, 2014, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a regular board meeting and public hearing on Monday, April 7, 2014, beginning at 5:30 p.m., at the Bascom-Tykeson Rooms, Eugene Public Library, 100 West 10th Avenue, Eugene, Oregon.

Present: Gary Gillespie, Vice President, presiding
Ed Necker, Treasurer
Julie Grossman
Gary Wildish
Ron Kilcoyne, General Manager
Jeanne Schapper, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Doris Towery, President
Michael Dubick, Secretary
Carl Yeh

CALL TO ORDER/ROLL CALL: Mr. Gillespie convened the meeting of the Lane Transit District (LTD) to order and called the roll at 5:31 p.m.

PRELIMINARY REMARKS BY BOARD PRESIDENT: As presiding officer, Mr. Gillespie stated that he would be chairing the meeting for Board President Doris Towery, who was unable to attend. He noted that there were sign-up sheets available at the door for anyone wishing to testify on the proposed fare and route changes. He described the procedures for providing public testimony.

COMMENTS FROM THE GENERAL MANAGER: None.

ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA: None.

PUBLIC HEARING: FISCAL YEAR 2014-15 PRICING PLAN: Director of Customer Services and Planning Andy Vobora summarized the proposed fare increases:

- \$2.00 increase in adult public 1-month pass price; \$1.00 increase in half-fare pass price
- \$5.00 increase in adult public 3-month pass price; \$2.50 increase in half-fare pass price
- \$0.30 increase in monthly group pass price (taxpayer)
- \$0.35 increase in monthly group pass price (non-taxpayer)

Mr. Vobora said that the increases were consistent with Board policies. In a comparison with fares of comparable transit districts, LTD was at the midpoint. He said that a copy of the Title VI equity analysis of the fare increases was provided in the agenda materials.

Mr. Gillespie opened the public hearing. There being no one wishing to testify, he closed the public hearing.

PUBLIC HEARING: 2014 ANNUAL ROUTE REVIEW: Mr. Vobora stated that staff were pleased with the public input, and 1,013 completed surveys had been received. That information was provided in the agenda packet, along with the verbatim comments received on the proposed changes. He reviewed the staff recommendations, details of which were in the agenda materials:

- Restoration of holiday service, which received overwhelming support from the public. Annual cost: \$72,000; annual ridership generated: 40,000
- Increased service on routes 28, 79, and 96. Annual cost: \$117,000
- Modified routing on routes 55 and 96. Annual cost: \$9,000
- Not recommended, based on staff concerns and customer feedback, were proposed changes to routes 11 and 27.

Mr. Necker asked for clarification of the modified routing that would provide service near Emerald Park. Mr. Vobora illustrated the changes in routing that would allow a stop within a three-block walking distance to the park. A multi-use path would be constructed in proximity to the stop in 2015.

Mr. Necker commented that there had been several requests to maintain service directly to the park, particularly from senior and disabled persons who were unable to walk three blocks. Mr. Vobora said that staff had explored options for a stop at the park; but there was no way, with the proposed routing, for a bus to navigate through surrounding streets.

- Modified scheduling on Route 40. Annual savings: \$17,000
- Deleted service on Route 19. Annual savings: \$67,000

Mr. Vobora added that the proposed changes to Route 19 had raised concerns about service to Willamalane's Adult Activity Center. He said that LTD and Willamalane staff had met and developed a solution that would better serve the Activity Center. He said that Willamalane currently operated a vehicle four days per week to transport people to the meal site. The proposal was for LTD to fund operation of that vehicle for a fifth day. Mr. Vobora said the annual cost was about \$8,000, which was reflected in the calculation of savings. He felt that this arrangement would actually better serve the Center.

In response to questions from Mr. Necker, Mr. Vobora said that the vehicle to be funded by LTD for a fifth day would pick up people, and would provide door-to-door service as well as shuttle service between the Center and the Springfield Station.

Mr. Gillespie asked how the fifth day of vehicle service at Willamalane would be funded. Mr. Vobora replied that RideSource funds were currently used to contract with Willamalane for that vehicle, and a fifth day of service would be added using the same funds.

Mr. Necker asked if Springfield Mayor Christine Lundberg's concerns had been addressed. Mr. Vobora said that the Mayor's concerns related to the feasibility study of Main Street that was currently in progress; she wanted to avoid changing the service in that area until the study was completed.

Mr. Gillespie stated his hope that LTD would continue efforts to provide service to the Thurston Road and Jasper Road areas. Mr. Vobora agreed that staff wanted to explore ways to provide an expanded service package in the area. Mr. Kilcoyne added that long-term plans included the

possibility of a main corridor between the Springfield Station and Thurston Station with a feeder route. He noted that Route 11 Thurston was LTD's most successful non-EmX route.

Regarding Route 55, Mr. Gillespie said that he had discussed the possibility of shuttle service to Emerald Park with Mr. Kilcoyne. Mr. Gillespie realized that the ridership was low in that section, but he hoped that some type of service could be provided in the future. He added that the additional trip to downtown would relieve some of the congestion on River Road. Mr. Vobora said that staffs' interest in that section of River Road related to the number of people with mobility devices not currently accommodated. The additional capacity would address that problem.

Mr. Gillespie opened the public hearing.

Stefan Ostrach, Eugene, spoke regarding the changes to Route 55. He said that the low ridership and boardings at Emerald Park were given as the rationale for changing the route, but he felt that three blocks was too far away from the park for most people who used the service. He explained that the current configuration of a one-way loop made no sense because when he used it to go to the park, it was a 10-minute ride to get back to his home but a 40-minute ride to get to the park. He felt that explained why the current ridership was low; ridership might increase with the proposed change. He strongly supported the downtown trip and he hoped to see service closer to Emerald Park.

Grisel Maria, Coburg Road, spoke to the changes to Route 96. She lived along the portion of Coburg Road that was being eliminated from the route and advocated for keeping Coburg Road between Crescent Avenue and Country Farm Road in the loop. She said that she often used the bus; and when the 11:00 a.m. service was eliminated, it was very inconvenient for her. She noted that a 100-unit senior citizen complex was under construction along Coburg Road, and other residential and commercial development was going to occur in the area. Those residents and businesses would need access to practical, convenient transit service.

Dale Weigandt, River Road Park and Recreation District superintendent, spoke to the changes to Route 55. He commended LTD staff for their outreach to the community. He asked that the elimination of service along Lake Drive be reconsidered. He realized that ridership was low, but the people that rode that bus needed the route to access services at Emerald Park. He said that many of those people would find it very difficult to walk three blocks to the park; and for many of them, the park represented their only means of social and physical activities. He did not want to see them cut off from those services. He hoped that if the route change was necessary, it could be delayed until the multi-use path was constructed in the neighborhood.

Heather Lambeck, Springfield, asked if there would be any change to the 6:30 a.m. bus on Route 40. Mr. Vobora said that no changes were proposed for that trip.

There being no one else wishing to testify, Mr. Gillespie closed the public hearing.

Mr. Vobora said that staff would continue to explore options for providing service to Emerald Park. He noted that some of the current riders to the park might be eligible for RideSource as an alternative to the three-block walk, and the multi-use path was scheduled to open in September 2015. He said that Route 96 north of Crescent Avenue was a challenging area to serve, and the significant amount of development anticipated in the future would necessitate an examination of how service could best be provided.

Mr. Necker asked if a RideSource vehicle could be used as a shuttle to Emerald Park from the River Road Station. He expressed his concern about eliminating the stop in front of the park. Mr.

Vobora said that the route currently circulated within the neighborhood and riders came from the station and along the route.

2013 POINT2POINT ANNUAL PROGRAM REPORT: Point2point Program Manager Theresa Brand and Smart*Trips* Program Coordinator Cody Franz presented highlights of the 2013 Annual Program Report.

Ms. Brand said that Point2point, the region's transportation options program, was supported by federal Surface Transportation-Urban (STP-U) funds, the Oregon Department of Transportation (ODOT), and contributions from local jurisdictions. She said that school programs included a carpool/walk/bike matching service for students, and Safe Routes to Schools programs. Another school project under development was mapping walking routes to 49 schools so that families could encourage their children to use them to get to school. Point2point also sponsored various walk/bike to school activities, along with active transportation education for students and families.

Ms. Brand described a number of events that encourage transportation options such as the Drive Less Connect online ride-matching database, the Business Commute Challenge, the Dump the Pump campaign, and the Oregon Drive Less Challenge. She said that a partnership with Lane Council of Governments resulted in the KeepUsMoving website that kept residents informed on transportation construction projects and alternate routes during construction season. She said that Point2point also was a partner in the 14-vehicle Valley Vanpool, which she estimated saved about 1.7 million miles driven in the Willamette Valley. Ms. Brand cited statistics demonstrating high participation in LTD's bus pass program. The carshare program that launched two years ago now has seven vehicles with 4,500 hours used in 2013. She added that 124 regional employers participated in the Emergency Ride Home program, which provides employees of participating employers with a ride home in the event of an emergency if they had chosen a transportation option to get themselves to work that day other than driving a car.

Mr. Franz said that the Smart*Trips* Springfield program used education and incentives to encourage new ways for people to meet their daily travel needs. He said that 26,000 households and 650 businesses had the opportunities to request travel tools and participate in Smart*Trips* neighborhood events. He cited program statistics for participation and outcomes demonstrating an increased use of transportation options. He described a variety of outreach activities and said they were well attended. He also described a number of new events planned for 2014 and invited Board members to participate.

Ms. Brand added that areas of interest in 2014 include a bikesharing feasibility study and Park & Ride facilities; and planned activities include expansion of the carsharing program, demand for secure bike parking, use of new technology in promoting transportation options, and promotion of active transportation in schools.

ADJOURNMENT: Mr. Gillespie adjourned the meeting at 6:33 p.m.

LANE TRANSIT DISTRICT

ATTEST:

Michael Dubick
Board Secretary

Jeanne Schapper
Clerk of the Board