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CITY COUNCIL MEETING

November 17, 1982

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PUBLIC HEARINGS

Notice thereof having been published and affidavit of publication being on file in the office of the City Clerk, Mayor Reid called for the continued Public Hearing to consider unmet transit needs within the City of Lodi. An earlier Public Hearing had been held at 3:00 p.m. at the Hale Park Recreation Center on the matter.

UNMET TRANSIT  
NEEDS WITHIN THE  
CITY OF LODI

The matter was introduced by Assistant City Manager Glenn, who reported on the November 12, 1982 Transportation Productivity Improvement Committee. The Committee consisted of Assistant City Manager Glenn, Dallas Stafford of the City Cab Company, and Shirley Klein of Loel Center.

Mr. Bob Slauson, 2200 West Walnut Street, Lodi gave the following presentation regarding the subject and responded to questions as were posed by the Council.

"I thank you for the opportunity to present my concerns regarding the local dial-a-ride system, local transportation needs in general, and the appropriate expenditure of Transportation Development Act Funds. Because of blindness, I am a certified dial-a-ride user. I am indeed a dial-a-ride user and I have had experience with such systems in three small cities: Eureka, Humboldt County; Ukiah, Mendocino County; and Lodi. The 2-1/2 years prior to my moving to Lodi this August, I was active on the Citizens' Advisory Committee for Elderly and Handicapped Transportation in Eureka and Northern Humboldt County. I was also the executive director of a small human service agency--an independent living program for the physically disabled--one function of which was to provide accessible transportation for the disabled citizens of Northern Humboldt County.

Particularly, because our current approach to land use planning spreads shopping centers, residential areas, educational facilities and industry all over the map, and such planning is based on the assumption that every citizen is independently mobile, the term "transportation handicapped" has real meaning for those of us who cannot drive. Because of this truly handicapping effect of restricted mobility, we must rely upon transportation provided by others: public fixed route systems, paratransit systems, and when we can afford it, by cab.

Turning to my particular concerns, the first of these is Lodi's dial-a-ride system. Let me say that those that provide the service, the drivers, are courteous, helpful, concerned people. The four drivers who work for this system are great. However, compared with the other two systems with which I have had experience, the Lodi system falls short in most other respects. In my opinion, the most serious short-coming is the unpredictability and the generally long delay between the initial call for service and the completion of the ride. I was originally told that this system would complete the transportation in thirty to forty minutes. For me, in my seventy some odd trips since early September, the shortest time has been fifteen minutes which is excellent; the average is around thirty-five to forty-five minutes, the longest times are over an hour.

The Ukiah system also has a fixed route scheduled service with which I am more familiar. The few times I have used their dial-a-ride, however, the average wait has been about twenty minutes. I have used the Eureka system hundreds of times. The average time is twenty minutes. More serious to me than the delay, here, is the unpredictability of the service, and the inability to reserve specific times in advance. I have frequently missed appointments; in many instances, had I been informed of the approximate duration of the delay, I could have easily walked to my destination. Walking home is often substantially shorter than relying on this service. I certainly could not rely on this system to facilitate employment. My primary experience has been with the Eureka system, in that case, delay time was sufficiently predictable so that I could depend on the system to make appointments and to get to work on time. In addition, it was possible to make advance reservations to guarantee transportation within a ten minute time frame. In that situation, one could anticipate a total of one half hour time spent to and from an appointment. Here, I must set aside a total of two hours waiting and transporting for an appointment. Too often, even this is not sufficient. If I were to depend on this system, the Greyhound and SMD to make an appointment in Stockton, I would have to set aside more than five hours for transportation.

Possible solutions which occur to me for this particular dial-a-ride problem include: increasing the number of drivers; arranging for guaranteed advance reservations; utilizing other cabs in the system, when necessary and arranging the dispatch system so that a time frame is specified for each trip.

A second major problem is the inability of this system to connect with other dial-a-ride services and public fixed route systems. Ukiah's dial-a-ride system worked quite well in conjunction with the Mendocino Transit Authority. The MTA goes to almost every populated portion of Mendocino County. The same is true of the Eureka system. What is more, the Eureka system will transport to the adjacent northern dial-a-ride jurisdiction; the one dial-a-ride will take a passenger to the destination while the other system will return him to his point of origin. For me, specifically, I have need to go to Woodbridge and to North Stockton; the Woodbridge trip costs me ten dollars round trip and the Stockton trip would cost me thirty-six dollars round trip by cab or five hours of transportation time using a combination of other systems. I believe the geographic area for dial-a-ride should be expanded, using a zone system, if necessary. This should include the setting of a reasonable flat rate for connection with Stockton.

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CITY COUNCIL MEETING

NOVEMBER 17, 1982

Continued November 17, 1982

Another general problem with dial-a-ride which I have encountered is the lack of cooperation among systems regarding certification. What I pay for the primary support of most dial-a-ride systems is a State tax which I believe should entitle me to the use of this service wherever I am in the State. The existing systems seem to usually require local certification. I believe that such services as dial-a-ride should be available to any certified user throughout the state and that state wide information should be made available to all users. Many of the problems which I have expressed regarding local transportation could be solved with fixed route, frequently scheduled public transportation.

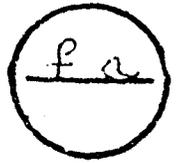
Before concluding, I would like to share, briefly, my thoughts on this process and the appropriate use of TDA money. As I understand it, TDA money represents one out of every twenty-four cents collected as the general State sales tax. It is not a special tax placed on gasoline or licenses and should therefore not necessarily be spent in the same way as those user fees. Transportation Development Act funding was created to develop a variety of alternative transportation systems in response to unmet public need. The potential needs have been categorized, and while maintenance and improvement of streets and road are among the categories, streets and roads are at the bottom of the list following public transit, specialized transportation for the elderly and handicapped and bike paths and trails. In Lodi more than 90% of TDA money goes to streets and roads and less than 10% goes to public and specialized transportation. While I am new to the area and may not fully understand local problems, I believe this proportion is unreasonable.

I ask that you consider my needs and concerns and I respectfully suggest that you actively solicit public input regarding these needs."

Council discussion followed. Questions were directed to Mrs. Rae Margrave, City Cab Company - Dial-A-Ride, who was in the audience.

There being no other persons in the audience wishing to speak on the matter, Mayor Reid closed the Public Hearing.

No formal action was taken by the Council on the matter.



NOTICE OF PUBLIC HEARINGS  
REGARDING UNMET TRANSIT  
NEEDS WITHIN THE CITY OF  
LODI

NOTICE IS HEREBY GIVEN that on Wednesday, November 17th, 1982 at the hour of 3:00 p.m. or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a Public Hearing at the Hale Park Recreation Center Building, 209 E. Locust Street, Lodi, to receive testimony concerning the unmet transit needs within the City of Lodi.

NOTICE IS FURTHER GIVEN that on Wednesday, November 17th, 1982 at the hour of 8:00 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a second Public Hearing in the Council Chambers, City Hall, 221 W. Pine St, Lodi, to receive testimony concerning unmet transit needs within the City of Lodi.

Information regarding this matter may be obtained in the Office of the City Clerk. All interested persons are invited to present their views. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearings.

Dated: October 27, 1982

BY ORDER OF THE LODI CITY COUNCIL

*Alice M. Reimche*  
ALICE M. REIMCHE  
City Clerk

# EDITORIALS

LODI

## NEWS-SENTINEL

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Advertising Manager

Tuesday, November 16, 1982

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### We paid a tragic price for lesson of Vietnam

With the recent dedication of the Vietnam War Memorial in Washington, the Vietnam War experience cannot help but be reviewed.

It is an experience that will be reviewed time and again, until something worse happens to take our memories off it. And the question that will be asked is, "How did a great nation go so far wrong?"

Vietnam was a tragedy that was long years in the making. For more than a century, the United States had convinced itself of the high moral purposes of its foreign policy and the omnipotence of its military power. We had never lost a war.

The roots of Vietnam run back to the end of World War II in the Pacific. President Roosevelt was determined that the French would not reassert their 19th-century colonial rule over Indochina, once the Japanese were driven out. But, after Roosevelt's death, President Truman approved the French return to Hanoi and aided the French in the resulting eight-year war with the Viet Minh, which was led by Ho Chi Minh.

President Eisenhower continued Truman's policy of aid to the French, but resisted suggestions that U.S. troops be sent to the rescue of the French at Dien Bien Phu in 1954. Instead, the U.S. Navy helped transport Catholic Vietnamese from Hanoi to Saigon after the French acknowledged defeat and pulled out of North Vietnam. And the new government of the Republic of Vietnam was set up in Saigon with U.S. approval.

In January 1960, just before President Kennedy took office, a meeting was held in the White House between Eisenhower and Kennedy and their top advisers. The message Ike gave to JFK

### AMERICAN RHETORIC



EDWIN FEULNER

### Afghan freedom fighters

Still reeling from the losses suffered by its terrorist client, the Palestine Liberation Organization (PLO), during the recent fighting in Lebanon, the Soviet Union seems to be conducting a frenzied diplomatic offensive aimed at currying favor with the Arab world.

The offensive began in mid-September, according to the Advanced International Studies Institute's authoritative Soviet World Outlook, and continues...

vasion and occupation of Afghanistan, could and should be doing more.

And, in fact, while the lame duck session of Congress may accomplish little else, it is expected to approve a bipartisan resolution calling on the U.S. government to provide Afghan freedom fighters "with material assistance."

With 99 co-sponsors, the resolution has the near-unanimous support of the Senate. The House is likely to approve a similar measure.

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# Teachers extend pact, postpone talks

By SUE BOYLAN

News-Sentinel staff writer

Lodi Unified teachers have decided to extend their contract with the district through January 1983 and postpone negotiations until after the New Year.

School trustees are expected to consider and agree to the extension at tonight's board meeting. Lodi Unified School District trustees will meet at 7:30 p.m. in the auditorium of Washington School, 831 W. Lockeford St.

The Lodi Education Association (LEA) is the bargaining agent for the district's 750 teachers. LEA representatives surveyed members of the group at each school site last week.

"The majority (of teachers) do want to extend the contract until the end of January," Leslie Oliver, a member of the LEA negotiating team said Monday.

"We'll probably start (negotiations) again in early or mid-January. Hopefully, we'll have a new contract before the other expires," Oliver said.

The teachers' present contract ex-

pired June 30. The district will honor the terms of that agreement until a new contract is settled. LEA wants to officially extend the contract through January.

School trustees must agree to the extension. Both Oliver and LUSD Superintendent Ellert Larson were confident that the board will accept LEA's proposal.

Teachers' representatives and district negotiators had been at the bargaining table off-and-on through the summer. Disagreement over five major issues are holding up a final settlement.

Negotiations would not begin from scratch when the talks reopened, Oliver said. Rather the discussion would pick up where it is now with the addition of any new information.

The teacher's requests still to be ironed out include: a commitment from the district to provide a salary increase for teachers if additional money is released from the state; binding arbitration; health insurance coverage for dependents; additional money for the Class Load Adjustment

Committee and Education Conference funds; paying for the damage done to teachers' property while on school grounds.

Teacher salaries make up about 86 percent of the district's \$37,377,255 budget. A budget that is about \$130,000 less than last year's for about 500 more students.

LEA representatives have agreed that there is no money in the district's budget to allow for salary increases now. But, Oliver said if additional money becomes available from the state the LEA wants the board to agree to use "a substantial portion" of it for teachers' salaries.

The district has offered to reopen negotiations if more money comes in, but no commitment has been made to salary increases.

Before the state's \$400 million deficit was announced, Oliver said she was "very optimistic" that legislators would come up with more money for schools.

Nov. 8, state Controller Kenneth Cory reported that the state was heading for a \$400 million deficit.

Sales taxes revenues for October were as much as \$100 million lower than the amounts projected in June.

Although her optimism about additional money has dimmed, she added that extending the contract until state legislators have taken action is still a good idea. "It would give us a definite idea of the money that is available," Oliver said.

The extension also will allow teachers to use funds for the Class Load Adjustment Committee (CLAC) and educational conferences. CLAC funds instructional aides for overcrowded classes or for classes that have many students with special needs.

Oliver said half of the money in both those funds now will be available for use.

Larson said because the two funds were topics of discussion in contract talks, "it would be inappropriate" to release money from those funds. If the district did release the money without approval from the teachers' group it would be an unfair labor practice, Larson said.

# Transit needs, bingo top council agenda

By JANET KRIETEMEYER

News-Sentinel staff writer

After enjoying short meetings for the past month, the Lodi City Council will return to its usual hefty agenda on Wednesday.

The council will meet at 8 p.m. in its chambers in City Hall.

Council will hold three public hearings and take action on a number of items including an audit report, the East Area Storm Drain and the city's tree policy.

Public hearings will be conducted on unmet transit needs within the city and on a proposed ordinance that would legalize bingo in the city limits.

The hearing on unmet transit needs is conducted annually as a condition placed on the city by the San Joaquin Coun-

ty Council of Governments (COG). COG administers several of the various funds that help pay for the city's public transportation programs.

Two hearings will be held on the transit issue, one at 3 p.m. on Wednesday at the Hale Park Recreation Center Building and the other during the council meeting.

City Attorney Ron Stein has proposed an ordinance to legalize the playing of bingo for prize money inside the city limits. The ordinance will only make it legal for non-profit organizations to use the game as a fund-raising device.

Stein said the proposed ordinance is a clean-up measure that will insure churches or other groups attempting to raise money for

community activities are doing so within the scope of the law.

Council is also expected to take actions on the plans and specifications for the East Area Storm Drain project. The city received a \$560,000 grant from the Economic Development Administration in August to aid in the completion of the project.

The \$560,000 represents 70 percent of the \$800,000 total project cost.

Earlier plans called for the city to lay an 8,300-foot drainage pipe along Cliff Avenue from Industrial Way to the Mokelumne River. City officials hope the installation of the storm drain will open up the east side of the city to industrial development.

In other action, the council is expected to

• **AUDIT REPORT** — Hear a report on a financial statement audit performed by the Sacramento auditing firm of Ernst and Whinney. A representative from the firm will be at the council meeting to discuss the results.

• **TREE POLICY** — Review the city's tree policy to determine how tree ownership is decided and what criteria must be met before a tree can be torn down. The council has been studying the tree policy as a result of a request by Viola Fahrner to remove two sycamore trees in the parkway fronting her South School Street property. Council will review the policy along with deciding on Fahrner's request.

• **CROSSWALK** — Consider a request by Walter Reiss, the medical director of the Fair-

mont Rehabilitation Hospital, for a mid-block crosswalk between Fairmont and Lodi Memorial Hospitals. Reiss is concerned about the safety of both personnel and clients as they walk between the two facilities. However, city officials have, in the past, discouraged crosswalks of this kind, saying that they can create a "false sense of security."

• **SPEED LIMITS** — Take action on recommended speed zones throughout the city. State legislation restricts the use of radar for speed enforcement to streets where speed limits have been established based on engineering and traffic studies conducted every five years. The city must adopt the speed zones or law enforcement officers will not be able to use radar for speed enforcement.

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*Handwritten note:*  
To: COG  
from: [unclear]  
12/17/82

# Council hearing brings hot words

By JANET KRIETEME /ER  
News-Sentinel staff writer

The city's annual financial audit report brought no bad news to the City Council but did suggest a number of ways the accounting system could be improved.

Ernst & Whinney of Sacramento presented to the council Wednesday the findings of its audit of the city's financial statements through June 30. Two representatives from the firm and Lodi Finance Director Bob Holm were on hand to answer questions about the report.

The firm suggested improvements in the areas of payroll, budgeting and computer terminals.

Council received the audit report late in the meeting when the temperature in the room had cooled considerably from earlier heated discussions.

Three public hearings were scheduled and the first one went off with a bang when

Councilman Jim Pinkerton verbally attacked a man who had stood up to comment on unmet transit needs in Lodi.

Also, a proposal to legalize bingo, a previously hot item for the council, was approved unanimously with little discussion and no opposition.

There was little discussion regarding Ernst & Whinney's audit, but the suggestions for improvement were read. They included:

- **PAYROLL** — To strengthen internal control, the firm suggested that the signed payroll warrants not be returned to the employee responsible for preparation of the payroll.

- **DISASTER RECOVERY PLAN** — Maintained its one-year-old recommendation that the city develop a recovery plan to insure the safety of records from floods, earthquakes or fires. The city is currently  
(Continued on Back Page)

## Council hearing brings...

(Continued from Page One)  
devising a plan.

- **BUDGETING** — Suggested that the city attempt to budget for unpredictable expenditures, such as a light standard or a telephone pole being struck down by a car.

- **COMPUTERS** — Institute a "password" system for the finance computers to safeguard information from tampering.

Bob Slauson of Lodi was the only citizen who showed up to take part in the public hearing on unmet transit needs in the city. The public hearing is required by the San Joaquin County Council of Governments, which administers the state and federal funds used for Lodi's Dial-a-Ride program.

Slauson, who is blind,

presented the council with a three-page typewritten letter, outlining some of his concerns about the program. He also had a personal copy in braille. Mayor Fred Reid asked Slauson to read the statement, but before he could get halfway through the statement, Pinkerton, obviously piqued, began questioning him in an irritated manner.

The councilman questioned Slauson's statement that with the current Dial-a-Ride system, he must set aside five hours to get to and from Stockton. That trip would include riding a Greyhound bus to Stockton and then traveling on a Stockton Metropolitan Transit District vehicle.

Pinkerton said that the Lodi City Council has no control over what happens in

Stockton, although Slauson said he was not asking the council to try to change Stockton's system.

Slauson commented that he felt the Dial-a-Ride system was generally fine but sometimes he must wait 45 minutes to an hour for a ride. He suggested that the Dial-a-Ride dispatcher give riders an approximate time when the vehicle would be arriving.

Reid said that his suggestion was a good one and would be passed along.

Throughout the half hour hearing, Pinkerton continually interrupted Slauson, who never did finish his statement. At one point, Slauson said, "I see my remarks are being met with some hostility but I thought this was a public hearing and you wanted in-

put."

Reid made no attempt to quell Pinkerton and the public hearing finally ended with Reid thanking Slauson for taking the time to appear.

In other action, the council unanimously passed an ordinance allowing legalized bingo for money prizes in the city limits. The ordinance will apply only to non-profit organizations.

City Attorney Ron Stein proposed the ordinance saying that there are a number of churches and other organizations who like to use bingo games as fund-raisers.

According to the ordinance, no minors will be allowed to play the game for money prizes and the game must be run by organization members, not professionals.