

Park-and-ride starts in Salem

The people who use it, like it. Its designer says so far it has been a success. And the participation in it is increasing.

"It" is the new park and ride program for state employees that provides parking spaces on the outskirts of Salem and free bus service to the downtown "Mall" area of state government.

"You never know what's going to happen on the first day when you start something new, but it went well on the first day and everybody I've talked to since likes the program. It's gone a lot better than I thought it would," according to Jamie Jenkins, program coordinator.

The service is part of the alternate modes program to ease the parking crunch in downtown Salem, particularly in the residential neighborhoods that ring the state buildings in the core area.

The City of Salem cut back commuter parking the day Salem's park and ride started by placing a two-hour limit on spaces in downtown neighborhoods and the service is designed to help displaced state employees.

Salem City Cherriot busses make the runs from the Safeway parking lot at Chemawa and River Roads in Keizer and the Christ Lutheran Church parking lot at 45th and State Streets in the Four Corners area of East Salem. Morning runs are at 6:38, 7:08 and 7:38. The return trips leave the mall just after 4, 4:30 and 5 p.m.



Park and ride lot provides alternative.

In addition, state employees who ride regularly-scheduled Salem busses are eligible for free Commuter Club passes designed to encourage ridership in other areas of the city. Each agency has designated a person to issue the passes.

Park and ride lots connecting with regularly-scheduled bus service are located in South Salem at the Nazarene Church, Madrona and Commercial Streets and in Northeast Salem at the State Fairgrounds, 17th and Silverton Road NE.

The Boone Road and South

Commercial bus stops at the Nazarene Church at 20 minutes after and 10 minutes before the hour in the morning. In the afternoon, it leaves the downtown area at 15 minutes before and 15 minutes after the hour.

The Capital bus stops across Silverton Road from the Fairgrounds at 20 minutes after the hour, with the 7:20 a.m. bus making an express run to the mall. The return trip in the afternoon leaves at 15 minutes before and 15 minutes after the hour.

There are 200 parking spaces available at the two locations, but some people who live nearby walk to the bus while others arrive by car and are dropped off but do not use the lot. And Jenkins plans to install bike racks to provide an additional means of getting to the busses.

About 40 people rode the special East Salem and Keizer busses the first day, July 31. The second day that jumped to about 80. By the second week, some 100 persons a day were riding them.

OSEA attends hearing

OSEA is continuing to monitor the efforts of the State General Services Division to draft rules dealing with state employee transportation and parking. That was clearly evident at an OSEA-requested hearing on parking held August 9 in Salem.

Testimony disagreeing with proposed rules was presented by Jeff Johnson, Worker's Compensation Department Job Rep. He took exception to a



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number of the proposals and methods used to develop them. Most notable of these is the alternate modes program.

According to Johnson, "It's clear that alternate modes must work because there are more and more people going into the mall area to work so space is at a premium. The thrust of the program has got to discourage the use of private autos." But he disagrees with the way it is being done.

Briefly stated, the proposed plan in its current form is for the parking rates in the Salem mall area to increase to \$20 with reductions for carpooling, with the increase to take effect when alternative modes of transportation other than the single occupant, private automobile, are capable of transporting 40 percent of the employees to and from their work locations.

Johnson said the 40 percent figure is arbitrary and unrealistic when one of the state lots is about to be replaced by a new building. He said he thinks the standard should be revised to 50 or 60 percent and questioned the ability of General Services to make the determination without more specific criteria.

He also argued that a flat rate parking fee is inherently discriminatory against lower income workers as it accounts for a much larger percentage share of their salaries.

Getting workers to utilize alternate modes is to be accomplished through disincentives for driving their cars. But Johnson said "There's no sense in hitting people twice. First they take away parking places and then increase the rate."

As a result of the hearing and similar ones held earlier, General Services will amend the proposals, according to Jamie Jenkins, alternate modes coordinator. She said final rules should be adopted by about October.

Implementation in Salem would not take place, however, until an effective alternate modes program is established. As originally proposed, that would be when the 40 percent mark is reached.

Paperworkers close 'em down

Some 15,000 pulp and paper workers have shut down 27 mills in Oregon, Washington and California to protect themselves from a contract which would be eaten up by inflation.

It is something of a rule of thumb that management wants a longer-term contract in times of inflation. In such a

case, no matter what inflation does, management has its workers locked into set pay raises for, say, three years down the road, instead of just two.

for, say, three years down the road, instead of just two. However, as The OSEA News was going to press that matter

appeared to be being settled. Crown Zellerbach had offered a two-year contract but the rest of the pact was very sub-standard, said Bob Webb, spokesman for the Association of Western Pulp and Paper Workers (AWPPW).

Boise Cascade management had been saying that it wanted a three-year contract from its

paper workers because it didn't want to be negotiating with two unions in the wood industry and with AWPPW in the same year, 1980.

In addition to the length of the agreement, wages are a problem. Management was offering 9½, 8½ and 7½ per cent over the course of three years. That pattern, too, may be broken with a two-year settlement with Kimberly-Clark in California Saturday where the wage settlement was 10 and three-quarters in the first year and 10 and one-half in the second.

In addition to AWPPW, the United Paperworkers International Union has three mills operated by Crown Zellerbach, St. Regis and Portco shut down with about 1,500 people on the picket lines.

AWPPW views itself as tough bargainers and, according to Bob Webb, that makes management tough. AWPPW broke away from the international it was affiliated with in 1964 because it didn't have enough say in union business and the members felt they were being sold down the river with sweetheart deals.

Other companies being struck are Georgia Pacific, Publishers Paper, Potlatch Forest, Menasha, Grays Harbor Paper, International Paper and ITT-Rayonier.



Swearing in

OSEA President Jon Lucke swears-in new Sequoia (OCE) Chapter officers during July 27 meeting. Installed (from left) were: Barbara Baxter, president; Carolyn Dawson, vice-president; Sherry Carranza, treasurer; Doris Gould, secretary; Dori Beeks, alternate General Counsel delegate; and Warren Johnson, General Counsel delegate.

