

APPROVED

June 11, 2008
by CACOT

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES
May 14, 2008**

Present

Bob Lowry, Chair
Lita Verts, Vice-Chair
Tad Abernathy
Rick Crawford, ASOSU
Stephan Friedt
Susan Hyne
Brandon Trelstad
Robert E. Wilson

Staff

Steve Rogers, Public Works
Jim Mitchell, Public Works
Lisa Namba, Public Works
Tim Bates, Public Works
Cindy Hallett, Public Works

Visitors

Dean Codo
Laura Duncan-Allen
George Norek, M.D.

Absent

George Grosch, City Councilor

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Introductions	X		
II. Approval of Minutes February 13, 2008 Minutes April 9, 2008 Minutes	X X		Approved Approved, with corrections
III. CACOT/Visitor Comments	X		
IV. Old Business Proposed Route Revisions	X		Approved for presentation at public meeting
V. New Business	N/A		
VI. Information Sharing	X		
VII. Adjournment			Adjourned at 9:35 a.m.

CONTENT OF DISCUSSION

I. Introductions

The meeting was called to order at 8:15 a.m.

Introductions of Commission members, staff, and guests were made.

II. Approval of February 13, 2008 Minutes

Commissioners Trelstad and Friedt, respectively, moved and seconded that the Commission approve the February 13, 2008 minutes. The motion passed unanimously.

Approval of April 9, 2008 Minutes

The minutes shall be amended to reflect the following:

Hewlett-Packard (HP) stops shall be called HP-North and HP-South for clarification.

Commissioners Trelstad and Friedt, respectively, moved and seconded that the Commission recommend approval of the April 9, 2008 minutes, as amended. The motion passed unanimously.

III. CACOT/Visitor Comments

Dean Codo, a self-described frequent bus rider, addressed the Commission. He said that overall the initial route changes look good. His other comments included: incoming buses would be better identified if numbers change to reflect the upcoming route before the buses enter the Downtown Transit Center; consider public input on map redesign; consider changing route names from numbers to named or lettered routes; repairing the sidewalk and vision clearance issues adjacent to the bus stop at NW 29th Street and NW Fillmore Avenue; include bus drivers in the route change decision-making process.

Dr. Norek stated he has comments on route revisions and system changes he will submit in writing.

IV. Old Business

Mr. Bates gave an overview of the proposed route revisions and the process by which the subcommittee arrived at its recommendations. He also explained how the current 22,000 hours available in the system will increase as a result of the Budget Commission's recommended transit budget enhancement. The \$180,000 enhancement will provide an additional 2,400-2,500 hours to the current system. Chair Lowry thanked the subcommittee and staff for all their time and commitment.

Mr. Bates, with input from the Route Revision Subcommittee, reviewed each route including; changes, additions, reductions and eliminations to route service days and hours. For a detailed description, see pages 5-9 of this document.

Vice-Chair Verts said, with regard to the proposed Downtown Circulator, that she is concerned about parking on 2nd Street on Saturdays and the ease of buses moving through this area. Ms. Namba stated there would only be two runs in the morning and two in the afternoon. Mr. Mitchell has made contact with Joan Wessell of the Downtown Corvallis Association to inquire about the possibility of the Downtown Commuter becoming a fareless service.

Commissioner Wilson asked if the \$65.00 per-service-hour figure includes sufficient inflation for fuel and staff responded in the affirmative. Commissioner Wilson asked how the measurements to record ridership will change, and the about the ability to compare the changes. Commissioner Trelstad stated there are measures to determine per ride costs. Commissioner Crawford's main concern is the potential for conflicts with pedestrian traffic at SW 26th Street and Monroe Avenue, an area which is proposed to be serviced by Route 3 and the SW Commuter.

Commissioner Hyne presented the possibility of Sunday service, using Beaver Bus-style routes. In order to find hours to provide Sunday service, the proposed Saturday hours could be cut by having 2 of the 3 routes with ½ hour service switch to an hourly service. Vice-Chair Verts stated that eight hours of Sunday service would be optimum but five hours would be sufficient. Chair Lowry said other transit service providers have had historically low Sunday ridership figures. He said there are some other options available to riders who attend services, including carpooling among congregation members. Commissioner Hyne is concerned about non-car owners who do not attend church. Mr Mitchell asked the Commission if it wanted to include a presentation of Sunday service alternatives for the public meeting. Commissioner Wilson doesn't think a presentation is necessary but should be included in the next enhancement. Commissioner Hyne advocated for a presentation of Sunday service at the public meeting to gain rider interest. The Commission decided not to include a Sunday option in the public meeting.

Commissioner Wilson and Co-chair Verts respectively, moved and seconded that the Commission approve the Route Revision Subcommittee's proposed route revisions as developed by the subcommittee, to be presented at the public meeting. The motion passed unanimously.

V. New Business

There was none.

VI. Information Sharing

- **Dial-A-Bus Paratransit Contract** - Ms. Namba reviewed the process the City and Benton County have historically used to obtain a common contractor to provide Special Transportation Fund and ADA paratransit rides. The County recently went through a Request for Proposal process and received bids from Dial-A-Bus and Oregon Housing and Associated Services (OHAS). Dial-A-Bus, the currently contractor, was awarded the contract. The City intends to enter into a new contract with Dial-A-Bus for paratransit services.

- **ASOSU Transit Advisory Committee** - Mr. Bates reported on the Committee's initial meeting. Commissioner Crawford's ASOSU position, Commissioner Trelstad's OSU position, and the ASOSU Beaver Bus Director's position were among those selected to hold Committee posts. The Committee will be included in the ASOSU handbook which ensures it will be an active committee for the '08-09 school year.
- **Ridership** - Ms. Hallett reported CTS set an all-time ridership record with 60,900 rides for the month of April, 2008, compared to April, 2007 ridership of 50,542 rides. The Philomath Connection had 1,674 rides for April, 2008 compared with 1,408 rides in April, 2007. The Beaver Bus is experiencing increased ridership with 1,036 rides for April, 2008 compared to 795 rides for April, 2007.
- **Survey** - Ms. Hallett reported on the onboard survey. The subcommittee was able to use portions of the data from the 370 responses. Thirty-three percent of respondents qualified as Job Access Reverse Commute (JARC) eligible as "low income that use transit as their commute source to work".
- **Philomath Connection Map** - Mr. Bates met with the OSU class that is designing a new Philomath Connection map and logo. He will meet with the City of Philomath to better coordinate the PC and CTS fare structures and schedules.
- **Linn Benton Loop** - Ms. Namba reported there has been a commitment from the Linn-Benton Loop to provide service to NW 9th Street, Avery Square and the LBCC Benton Center. Implementation is expected to occur this summer.
- Steve Rogers made some general comments. The transit system should be easy for commuters to use and have consistent arrival times. Relative to Sunday service, he agreed with Commissioner's Wilson suggestion that it should be considered during the next budget enhancement process. The Administrative Services Committee of the City Council has a standing item called "revenue alternatives"; in the future there may be talk of transit funding and CACOT may want to provide input. Mr. Rogers noted that the route revisions decided on by CACOT will be considered final and will not need the approval of City Council before being implemented.

VII. Adjournment

Commissioners Wilson and Friedt, respectively, moved and seconded that the meeting be adjourned. The motion passed unanimously.

The meeting was adjourned at 9:35 a.m.

NEXT MEETING: June 11, 2008, 8:15 a.m., Madison Avenue Meeting Room

Proposed CTS Service Design May 2, 2008

CURRENT SERVICE

Route 1:

Weekday: First bus leaves Timberhill Shop. Ctr. 6:30am

Last bus leaves DTC 7:05pm,
ends at Walnut/Rolling Green 7:20pm

Sat.: First bus leaves Timberhill Shop. Ctr. 7:30am

Last bus leaves DTC 6:00pm

Changes: Weekday service begins 30 minutes later, departing from DTC instead of Timberhill Shopping Center (TSC).

Sat. service begins 30 minutes later, departing from DTC instead of TSC.

On weekdays and Sat., beginning with the 4:00pm run until last run, departure time is 10 minutes after the hour from DTC.

Route 2:

Weekday: First bus leaves Samaritan Dr. 6:25am

Last bus leaves DTC 6:15pm

Sat.: First bus leaves DTC 7:15am

Last bus leaves 5:15pm

Changes: Weekday service begins 50 minutes later, departing from DTC instead of Samaritan Dr.

Weekend service is increased by 30 minutes with a later last bus departure time (ends 1 hour later).

Route 3 (combines hours from 3 & 8):

Weekday: First bus leaves 53rd/Phil. 6:25am

Last bus leaves DTC 6:45pm

PROPOSED SERVICE

Weekday: First bus leaves DTC
7:00am

Last bus leaves DTC 7:10pm,
ends at Walnut/Rolling Green 7:25pm
(bus leaves at :10 beginning at 4:10)

Sat.: First bus leaves DTC
8:00am

Last bus leaves DTC 6:10pm
(bus leaves at :10 beginning at
4:10)

Weekday: First bus leaves DTC 7:15am

Last bus leaves DTC
6:15pm

Sat.: First bus leaves 7:15am

Last bus leaves 6:15pm

Weekday: First bus leaves 53rd/Phil.
6:55am

Last bus leaves DTC 6:45pm, ends
Tech Loop/Research Way
7:00pm

Sat.: First bus leaves DTC 7:15am
Last bus leaves DTC 5:45pm

Sat.: First bus leaves DTC 8:15 am
Last bus leaves DTC 6:15pm, service
ends Tech Loop/Research Way
6:30pm

Changes: Both weekday and Saturday service doubles to 30 minute frequency, increased from 1hour frequency.

Weekday service begins 30 minutes later.

Sat. service begins 1 hour later, last bus leaves 30 minutes later.

Removed direct service from West Hills Rd.; 53rd between West Hills and Hwy 20; Country Club Drive from 49th Street east; and 35th Street.

Added direct service on 49th Street and 26th Street through campus.

NOTE: To increase Rt 3 to 30 minute service, Rt 8 was replaced by a new route, SW Commuter

Route 4:

Weekday: First bus leaves DTC 6:45am
Last bus leaves DTC 6:45pm

Weekday: First bus leaves DTC
6:15am
Last bus leaves DTC 6:45pm

Sat.: First bus leaves DTC 7:45am
Last bus leaves DTC 5:45pm

Sat.: First bus leaves DTC
7:45am
Last bus leaves DTC
5:45pm

Changes: Weekday service increased by 30 minutes with an earlier start.

Removed service to Highland south of Garfield on inbound run, 11th Street inbound, and Monroe inbound.

Added service to Garfield from Highland to 9th St., 9th St. from Garfield to Buchanan, Buchanan from 9th St. to 5th St., 5th St. from Buchanan to Monroe.

NOTE: The addition of the Route 1 Peak/CHS route is expected to compensate for the removal of Route 4 bus service past CHS.

Route 5

Weekday: First bus leaves Timberhill 6:25am
Last bus leaves DTC at 6:45 pm

Weekday: First bus leaves Timberhill
6:25am
Last bus leaves DTC at 8:45pm

Sat.: First bus leaves DTC 7:45am
Last bus leaves DTC 5:45pm

Sat.: First bus leaves DTC 7:45am
Last bus leaves DTC 7:45pm

Changes: Service is extended by 2 hours into the evening, both weekdays and Sat., on hourly runs.

On weekdays, Route 5's 30-minute service ends at the conclusion of the 6:45pm run. It then has hourly service (paired with Rt 6) with runs departing DTC 7:45pm and 8:45pm.

On Sat., Route 5's 30-minute service ends at conclusion of the 5:45pm run. It then has hourly service (paired with Rt 6) with runs departing DTC 6:45pm and 7:45pm.

NOTE: Route 5 is changed at TSC to avoid the difficult left turn from Forestgreen to Kings. The route will turn left from Rolling Green to 17th, turning right onto Circle and left at the Circle & Kings signal to return to Kings Blvd. This means two stops on Kings between Forestgreen and Circle will no longer be served, but direct service will be added to 17th St.

Route 6

Weekday: First bus leaves DTC 6:15am

Last bus leaves DTC 6:45pm

Sat.: First bus leaves 7:15am

Last bus leaves DTC 5:45pm

Weekday: First bus leaves DTC

6:15am

Last bus leaves DTC 8:15pm

Sat.: First bus leaves DTC

7:15am

Last bus leaves DTC

7:15pm

Changes: Service is extended by 2 hours into the evening, both weekdays and Sat., on hourly runs.

On weekdays, Route 6's 30-minute service ends at the conclusion of the 6:45pm run. It then has hourly service (paired with Rt 5) with runs departing DTC 7:15pm and 8:15pm.

On Sat., Route 6's 30-minute service ends at conclusion of the 5:45pm run. It then has hourly service (paired with Rt 5) with runs departing DTC at 6:15pm and 7:15pm.

Route 7

Weekday: First bus leaves HP 6:15am
Last bus leaves DTC 6:05pm

Weekday: First bus leaves DTC 6:00am
Last bus leaves DTC 7:10pm

Sat.: First bus leaves HP 7:15am
Last bus leaves DTC 6:00pm

Sat.: First bus leaves DTC 8:00am
Last bus leaves DTC 7:10pm

Changes: Weekday service is increased by 15 minutes in the morning, with an earlier departure from the DTC instead of HP.

Weekday service is increased by 65 minutes with a later last bus departure time.

Saturday service is decreased by 45 minutes in the morning with a later departure from the DTC instead of HP.

Saturday service is increased 70 minutes in the evening with a later last bus departure.

On weekdays and Sat., beginning with the 4:00pm run until last run, departure time is 10 minutes after the hour from DTC.

SW Commuter/2nd Street Commuter/Downtown Circulator

Weekday:	Sat.
SW Commuter:	SW Commuter:
A.M. Runs: 7:05am - 7:41 am 8:05am - 8:41 am	A.M. Runs: 9:05 am - 9:41 am 10:05 am - 10:41 am
P.M. Runs: 5:15pm - 5:51 pm 6:15pm - 6:51 pm	P.M. Runs: 2:05 pm - 2:41 pm 3:05pm - 3:41pm
2nd Street Commuter:	Downtown Circ.:
A.M. Runs: 6:45am - 6:58am 7:45 am - 7:58am	A.M. Runs: 9:45 am - 9:55 am 10:45 am - 10:55 am
P.M. Runs: 5:00pm - 5:13pm 6:00pm - 6:13pm	P.M. Runs: 2:45 pm - 2:55 pm 3:45 pm - 3:55 pm

Notes: On weekdays the 2nd Street Commuter is the first leg for all runs.
On Sat. the SW Commuter is the first leg for all runs.
The SW Commuter route will provide direct service to OSU on 26th Street between Western Blvd and Monroe Ave; 53rd between Harrison Blvd and Country Club Drive; 49th Street, Research Way, and 35th Street between Country Club Drive and Western Blvd. Some of these areas lost direct service as a result of the Route 8 cut. It also provides direct service to Grand Oaks.

Route 1 Peak/CHS:**Weekday:**

A.M.: Bus leaves Timberhill Shopping Center 6:50 am, arrives at OSU at 7:05 am, arrives at DTC at 7:10 am.
Bus leaves DTC at 7:15 am, arrives at CHS at 7:20 am, ending at DTC at 7:45 am.

P.M.: Bus leaves CHS at 3:20 pm, arrives at DTC 3:25 pm, departs DTC 3:30 pm, arrives at OSU at 3:35 pm, arrives at Timberhill Shopping Center via Witham Hill at 3:50 pm.

Notes: AM includes 2 runs from Timberhill Shopping Center to Witham Hill to OSU and downtown.
There is no Saturday service.
This route operates 36 weeks per year (509J school year, no service during winter, spring, or summer breaks).