

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
AGENDA**

Wednesday, November 14, 2007, 8:15 a.m.

**Madison Avenue Meeting Room
500 SW Madison Avenue**

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES - October 10, 2007 and September 12, 2007 CACOT meetings
- III. CACOT/VISITOR'S COMMENTS - Items not already on agenda
- IV. OLD BUSINESS
 - Route revision subcommittee update
- V. NEW BUSINESS
 - Donated transit service for community events
- VI. INFORMATION SHARING
 - Advertising revenue summary
 - Volunteers for Holiday Trolley kick-off Nov 23rd
- VII. ADJOURNMENT

Future Meetings:

Wednesday, December 12, 2007, 8:15 a.m., Madison Avenue Meeting Room

Wednesday, January 9, 2008, 8:15 a.m., Madison Avenue Meeting Room

Wednesday, February 13, 2008, 8:15 a.m., Madison Avenue Meeting Room

The Madison Avenue Meeting Room is accessible to the public.

Please contact Tim Bates at (541) 766-6916
if you need special accommodations to attend the meeting.

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES
September 12, 2007**

Present

Bob Lowry, Chair
Lita Verts, Vice-Chair
Scott Carroll
Stephan Friedt
Joe Harrod
Brandon Trelstad
Robert E. Wilson

Staff

Lisa Namba, Public Works
Tim Bates, Public Works
Cindy Hallett, Public Works

Visitors

Mary Sehrer
Hundley Bergstad
Tiffany Williamson, ASOSU

Absent

George Grosch, City Councilor

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Introductions	X		
II. Approval of August 8, 2007 Minutes			Approved
III. CACOT/Visitor Comments	X		
IV. Old Business	NA		
V. New Business • Subcommittee Report on Route Revisions	X		
VI. Information Sharing • Written Report • Operations and Maintenance Facility Update • Auto Announce and Vehicle Information System (VIS) Update	X X X		
VII. Adjournment			Adjourned at 10:11 a.m.

CONTENT OF DISCUSSION

I. Introductions

The meeting was called to order at 8:19 a.m.

Introductions of Commission members and staff were made.

II. Approval of August 8, 2007 Minutes

Commissioners Friedt and Trelstad, respectively, moved and seconded that the Commission recommend approval of the August 8, 2007 minutes. The motion passed unanimously.

III. CACOT/Visitor Comments

Mary Sehrer addressed the Commission on the following points:

- Beaver Bus promotion should be done well in advance of the Thursday, September 27th start date. Last year's Beaver Bus promotion, as well as this year's daVinci Days and Fall Festival promotions were not complete far enough in advance of the events.
- Bus route maps at the shelters should include a "You Are Here" arrow/sticker. Riders would then know where they are in relation to other bus stops and/or routes. Ms. Sehrer stated she would volunteer to help with this project.
- Placement of a Corvallis City street map and an OSU map with street directory at the DTC so people can cross-reference destinations and locations with the bus route schedule. Commissioner Friedt responded to the city map. Possibly a map in an enclosed display on the concessionaire building. Ms. Namba said staff could look into that further.
- Inventory maps at bus shelters to ensure they are current.
- Promote yearly passes. She pointed out that if a rider purchases a yearly pass and rides 15 weeks, two times per day for five days a week, the remaining 37 weeks of service are free when compared to the full fare of 75 cents per trip.

Hundley Bergstad asked if the City plans to construct more storage units for bicycles at the DTC. There has been very little turnover since the initial renting of the lockers. Ms. Namba responded that in the short term there are no plans for more bike lockers. Grant dollars were applied for but not awarded but the City will continue to look for ways to provide more bike lockers. Commissioner Wilson asked about the cost of the bike lockers. Ms. Namba stated between \$18,000-\$20,000 for a bank of six bike lockers.

IV. Old Business

There was none.

V. New Business

• Subcommittee Report on Route Revisions

- Commissioner Lowry stated that the Summer Youth Transit Program stamp card affected on time performance. He suggested looking at the possibility of purchasing electronic card readers. At the State Transit Advisory Committee meeting, there was discussion of the \$3 million in Innovation Funds available, though there is no consensus on the definition of an “innovative project”. This could be an option for a card reader system. Commissioner Friedt asked if there has been a grant submission for card readers, a system used in other countries for over a decade. A good way to test a card reader system would be during the summer rider program. Commissioner Lowry suggested calling ODOT Public Transit Division Staff to see if this would be considered an innovative project. Ms. Sehrer commented that a special hole punch would be more efficient than a stamp system.
- Commissioner Friedt commented on the subcommittee suggestion that the bus stop on Monroe between 8th and 9th Street be eliminated to improve on-time performance. Apparently that stop is frequently used as a transfer point. He suggested the subcommittee may have to look at the routes themselves rather than eliminating specific stops. Ms. Namba mentioned a previous communique from staff regarding the Library stop and the decision then to keep it. She will get feedback to the drivers on this issue so they understand there was consideration of their input.
- Ms. Namba expanded on the issue of routes which service the Good Samaritan complex, noting that there are two issues: 1) Currently, residents of the Regent on Elks Drive must first ride downtown and back to reach the hospital, Corvallis Clinic, or other medical facilities on the hill; and 2) Drivers report confusion about which side of the street people should wait on, since there is bi-directional travel through the area, with Routes 2 and 7 traveling counterclockwise and Route 4 traveling clockwise. The subcommittee noted that there was an advantage to the bi-directional travel, which provides “front door” service to both sides of the street and moved on to looking at which route could be reverse to alleviate the confusion. Ms. Namba opined that it’s important to keep buses traveling both directions on Samaritan Drive, and that we could install better signage to clarify which shelters and stops serve which routes. We could also consider putting departure times for each route on signs in the hospital complex, to further clarify for riders which bus to catch.

Regarding the first issue, Commissioner Wilson suggested the use of Dial-A-Bus to suit the needs of the residents, noting that this population would all be eligible to use the service. Chair Lowry noted that the economics favors CTS by a large margin, and that we’ve been trying to encourage Dial-A-Bus eligible people to use CTS when they can. Commissioner Verts said she felt it was very important to have a stop on the Regent side of Elks Drive. If the direction of travel for either

route 2 or 7 was reversed, they would have to cross Samaritan Drive to access the Corvallis Clinic and hospital. Under either the current routing or a change in direction of travel, they have to cross Elks Drive or Samaritan Drive.

Commissioner Friedt said that perhaps this issue was better addressed by the Regent itself through use of shuttles, and that we should be looking more globally at serving the medical hill. Chair Lowry said we should question the Regent as to whether or not they're providing shuttle service to the medical complex.

Chair Lowry said the subcommittee would discuss these issues at its next meeting.

- Ms. Namba explained that the subcommittee is looking at the possibility of switching the DTC departure times of Routes 2 and 4, so that Route 2 leaves the DTC at :45 and Route 4 at :15. This change would provide service on Route 2 on 9th Street (Avery Square) that gets people to work before 8:00 a.m. Route 4 serves both Corvallis High School (CHS) and Linus Pauling Middle School (LPMS) and it will be difficult to make both morning arrivals and afternoon departures work well for both schools without making some other change to our system. The subcommittee notes included in the September 12, 2007 CACOT packet address the CHS bell schedule in detail. Ms. Namba noted that another option for providing 8:00 a.m. service along 9th Street without changing Route 4 is to have Routes 2 and 4 both depart downtown at :45. She didn't determine how this would affect service to the hospital area. She opined that the existing thirty-minute service to the area of Boys & Girls Club, Osborn Aquatic Center and Linus Pauling (because of the Rt 7 and Rt 4 arrival offsets at Circle Blvd. and Highland Drive) is important. If Route 4 departed downtown at :15, service to this area would decrease to hourly service. Further, if Route 4 leaves the DTC at :15, it would not arrive at CHS to allow students enough time to get to classes in the morning.
- Commissioner Friedt asked for timepoint data on Route 7 if we changed the departure to the bottom of the hour to see how it affects arrival at OSU. Chair Lowry would like to determine the needs of existing riders before making such a change. Staff was asked for time points for arrival at OSU, Conifer Blvd. and the Boys & Girls Club if Route 7 were to depart at the bottom of the hour. Mr. Bates noted that the departure times of Routes 1 and 7 preclude people getting off work at 5:00 from using these to get home. A possibility is to have the Routes depart the DTC at :15 after the hour to accommodate people getting off work. Chair Lowry said perhaps we should consider designing morning and late afternoon schedules for Route 1 and 7 to accommodate OSU and downtown employees with an 8 - 5 work schedule.

(Commissioner Carroll left at this point)

- Regarding Route 3: Commissioner Friedt stated that since the last route revision, Stoneybrook has had little new ridership, while OSU student ridership has dwindled. Commissioner Verts recalled that there was a lot of pressure from Stoneybrook to provide better service to them. Ms. Namba noted that with the removal of Route 3 from SW 49th Street and the center of campus, this route had a 40 percent ridership loss. When it was suggested that buses be put back on the

center of campus, Commissioner Trelstad stated on-time performance is critical and perhaps a decline of on-time performance may have had as negative an effect on ridership as removal of service from the center of campus. OSU officials are resistant to allowing CTS buses back onto the core of campus. Commissioner Friedt questioned the coordination of the OSU Shuttle with CTS to provide transfer opportunities between the systems. Commissioner Trelstad said that he isn't personally involved with the shuttle route revisions, and that Michelle Rhoads of OSU is currently doing that work. It was suggested that Ms. Rhoads be invited to speak to the subcommittee on shuttle revisions.

- Route 1's problems with on-time performance was discussed, although it was also noted that construction on Walnut Blvd. had a large impact this summer. Ms. Namba said that this is a challenging route and seems to generate the most complaints. Possible options include splitting the route into two routes, adding a dwell at HP to allow the second half of the route to be on time, or simply shifting timepoints so they are more accurate. Commissioner Friedt stated that it would be worth determining whether on-time performance changes from morning to afternoon due to traffic. Chair Lowry opined that we should be careful to determine whether the route is truly a 50 - 55 minute route. If it isn't, we won't be able to improve on-time performance by shifting timepoints.
- Commissioner Friedt said we should be proactive in thinking about the morning/afternoon on-time performance change, considering the additional traffic that will be generated on Kings Blvd. by the new multi-family development under construction on Kings north of Walnut Blvd. Chair Lowry noted that it's important to get the Opticom system working properly and training the drivers to use it, as this could improve on-time performance.
- Chair Lowry noted that he will be gone from Saturday September 15th through the date of the next CACOT meeting and therefore will be unable to chair that meeting. Commissioner Friedt stated that he'd like to see the subcommittee meet before the next CACOT meeting.
- Commissioner Friedt questioned who implemented the current driver uniform policy. Drivers would like to wear Beaver colors on game days. Staff agreed to clarify the policy on this issue.

VI. Information Sharing

• Written Report

- Mr. Bates provided a construction update, noting that signal installation work at 9th and Jefferson, which will affect most routes, is scheduled to begin in October. In response to a question from Commissioner Friedt, Ms. Namba said that the next section of Walnut Boulevard will be done next summer. If funding allows, this section could include the stretch from NW Garryanna to Kings Blvd.
- We set a ridership record in August, thanks to the expanded Summer Youth Transit Program. A demographic count in August showed we provided 2,500 rides to kids in that week. Allied Waste was the primary sponsor of the expanded

Summer Youth Transit Program with prizes donated by local merchants. Staff will be placing a paid ad in the Gazette-Times thanking all sponsors. Chair Lowry said it would be appropriate for the Commission to send its own letter to Allied Waste. Ms. Namba reported that City Manager Jon Nelson will be sending a thank you letter to Allied Waste on behalf of the City.

- Mr. Bates reported that on-time performance was affected by construction, particularly Route 1.

- **Operations and Maintenance Facility Update**

- Ms. Namba reported that in the Fall of 2006, consultants selected three possible sites for an O & M facility. The site selection process was interrupted when the FTA expressed new concerns about the City's partnership with the school district and others. The consultants advised staff to put the project on hold until that issue is resolved. Staff has been unable to move the project forward, and has been rethinking funding possibilities. One option might be the State of Oregon "Connect Oregon II" program grant funds for rail, air, marine and transit projects that meet strict economic development considerations. The current program has \$100 million available; \$10 million of the funds are dedicated to each of five regions in Oregon with the remaining \$50 million available for statewide competitive proposals. Obtaining a Connect Oregon II grant may supplement federal funding or assuage funding concerns of the FTA.

- **Auto Announce and Vehicle Information System (VIS) Update**

- Mr. Bates reported on the meeting at which Luminator and staff discussed ongoing issues with the Vehicle Information System (VIS). Luminator indicated they would continue to support our existing system. VIS installation on Bus 748 was discussed. Because no firm date could be confirmed, the possibility of installing a VIS that is currently in one of the older buses into the new bus was discussed, until the new one arrives. Commissioner Friedt would like staff to do an inventory of all the VIS components of the existing fleets to assure they are in working order. Drivers express frustration about the new bus being kept off the road for lack of a VIS when other buses have components that aren't working properly. Bus 745 has been having ongoing issues which will continue to be addressed until they are fixed. Part of the discussion with Luminator included establishing a better communication pipeline between Laidlaw and Luminator, to more quickly troubleshoot and repair problems that arise.

In response to a question about new buses from Commissioner Friedt, Ms. Namba noted that the City has the ability to order one now and will have another one appropriated through the federal highway bill. Hopefully the bill will be authorized and signed this fall. Staff is considering ordering the two buses together. When bus 748 was procured, staff elected to repair and keep 739 in the fleet, meaning we will have three Gillig back-ups once 748 is on the road.

Operation of wayside signs is a continuing issue. Mr. Bates is in daily contact with Luminator to work out the problems. Training on wayside signs will occur when Luminator installs the VIS in Bus 748. The training will involve a City MIS software

technician, a City Electronics Technician, Transit staff, Laidlaw and Luminator.

- There was discussion of the expanded 2007 Summer Youth Transit Program, which was a huge success. Dozens of weekly prizes were given away and there will be a grand prize drawing for mp3 players to five lucky winners. Over 30,000 rides were provided to local youth during the program, which spanned June 1st - September 1st. There was a nice distribution of ages listed on the 900 stamped cards which were turned in. Commissioner Friedt praised the program and expressed his hope that the program could continue in future years.
- Beaver Bus service begins Thursday, September 27th. This year's service includes four thirty-minute routes which will cover Northeast, Northwest, Southeast and Southwest quadrants of the City. Service hours are 8:45 p.m. - 2:45 a.m. with the last buses leaving the DTC at 2:15 a.m. The starting and ending times are fifteen minutes earlier than last year's service. This was done so that the last buses leave the DTC at 2:15 rather than 2:30 a.m..
- Commissioner Friedt asked staff for an update to the three tasks that were prioritized as a previous recommendation by the Commission to prioritize staff's three most pertinent transit tasks.

1. Improved Regional System Integration and Coordination - Staff is working with Linn-Benton Loop Commission staff on Loop revisions within Corvallis. Transit employee Cindy Hallett has been working with City paratransit provider Dial-A-Bus to improve coordination of paratransit service.

2. System Fine Tuning - CACOT has formed a route revision subcommittee to study possible CTS route revisions. These revision could include time points, stops and route directions.

3. Expanded Evening Hours - Saturday hours have been expanded with Job Access/Reverse Commute (JARC) funds. Also, Beaver Bus service begins September 27th and provides expanded evening and late-night hours. Any permanent addition of evening hours to CTS service is dependent on new funding sources or reallocation of current funding.

VII. Adjournment

Commissioners Friedt And Trelstad, respectively, moved and seconded that the Commission approve adjournment. The motion passed unanimously.

The meeting was adjourned at 10:11 a.m.

NEXT MEETING: October 10, 2007, 8:15 a.m., Madison Avenue Meeting Room

Approved

October 14, 2007

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES
October 10, 2007**

Present

Lita Verts, Vice-Chair
Scott Carroll
Stephan Friedt
George Grosch, City Councilor

Staff

Lisa Namba, Public Works
Tim Bates, Public Works
Cindy Hallett, PublicWorks

Absent

Bob Lowry, Chair
Joe Harrod
Kenyon Solecki, ASOSU
Brandon Trelstad
Robert E. Wilson

Visitors

None

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Introductions	X		
II. Approval of September 12, 2007 Minutes		X	
III. CACOT/Visitor Comments	X		
IV. Old Business <ul style="list-style-type: none">Route revision subcommittee update		X	
V. New Business	N/A		
VI. Information Sharing	X		
VII. Adjournment			Adjourned at 9:21 a.m.

CONTENT OF DISCUSSION

I. Introductions

The meeting was called to order at 8:17 a.m.

Introductions of Commission members and staff were made.

II. Approval of September 12, 2007 Minutes

There were not enough Commissioners present for a quorum. Approval of minutes will be made at the November meeting.

III. CACOT/Visitor Comments

- Commissioner Friedt thanked Tim Bates and staff for working on OSU game day uniform options for the bus drivers. This was well received by the drivers.

IV. Old Business

- Route Revision Update - The subcommittee was not able to meet since the last Commission meeting. Commissioner Friedt requested from staff a breakdown of ridership by route, either on a daily or weekly basis to determine which routes have higher ridership.
- Mr. Bates reported on the Regent shuttle, as follow-up to a question raised at the last meeting. The shuttle service runs Mondays at 10:00 a.m., Tuesdays at 10:00 a.m. and 2:00 p.m., and Fridays at 10:00 a.m. The shuttle goes to any location and waits for residents before returning to the Regent. Commissioner Verts stated it is imperative for at least one CTS bus to stop on the Regent side of the street.
- Commissioner Friedt questioned what the cost per hour is to run a bus. Ms. Namba stated it is approximately \$65.00 per hour.
- Commissioner Friedt questioned what the cost is for a bus the size of the Philomath Connection. Ms. Namba stated staff has not started the process of procurement of a new bus. Currently, all agencies in Benton County awarded capital grants through the 07-09 Discretionary Grant cycle are still awaiting agreements from ODOT. Ms. Namba will get the information requested.

V. New Business

- There was no new business.

VI. Information Sharing

- Mr. Bates provided construction updates: SW 9th Street and Jefferson - Traffic Signal work will continue until November. SW Country Club Drive - Weather permitting, the paving should be completed by the end of October.
- CTS provided an estimated 1,500 rides for the weekend of September 22-23 in support of the Fall Festival. Ms. Namba and Mr. Bates attended a driver's meeting after the Fall Festival to gain feedback regarding the reduction of hours this year compared to prior years.

Drivers agreed there was no negative response. Ms. Namba explained there may be changes to special events' scheduled hours in the future based on start and end times of events. Commissioner Friedt asked who paid for the free rides for the Fall Festival and daVinci Days. Ms. Namba stated the service was provided by CTS and the cost to provide Sunday service alone is approximately \$2,500. At some point Ms. Namba would like to look at which events get subsidized service on CTS buses and the Trolley. Discussion ensued about forming a policy/guideline manual for bus and trolley use. Commissioner Verts asked if staff could provide a summary of what CTS has done in the past and the costs to provide those event services to help the Commission to come up with guidelines.

- Ms. Hallett reported the Holiday Trolley's traditional merchant sponsorship has been the same core merchants throughout the years. Cost of operations has risen but the total number of merchants and sponsorships has not kept pace. Ms. Hallett has sought new merchant sponsors and would like to see a new option that is a Community Donor Sponsor with businesses, organizations or families donating \$100.00. Discussion ensued regarding funding of the Holiday Trolley and additional possible options, such as tours of neighborhood holiday lights. Ms. Namba stated the Holiday Trolley is a community event and will run as scheduled this year, even if sponsorship revenue falls short of the goal. Ridership for 2006 was 1,193 passengers. Ms. Hallett said she would like to keep the traditional merchant sponsorships and add the community donor sponsors to the 2007 service. She will then review the Holiday Trolley in January, 2008 regarding guidelines, policy and funding. The Commission agreed that Ms. Hallett should proceed this way.

(Commissioner Scott Carroll left)

- Ms. Hallett presented a "Bus Maps into Shelter Project" prototype. Maps will list route number, cross street location and approximate bus arrival time on the top of the map. A yellow arrow will point to the shelter's physical location and there will be highlighted time points under route schedule information in the left hand column. The Commission said the maps appear very informative. Ms. Namba stated new maps will go in all shelters.
- Mr. Bates reviewed the revised Beaver Bus routes. Four routes were changed to three routes. Ms. Namba stated the routes had been driver tested prior to the first week of service, but we still experienced serious on-time performance issues during the first week. Immediately following the first week of service, Transportation and Buildings Division Manager Jim Mitchell and Ms. Namba designed and drove new routes, then met with ASOSU to discuss the proposed changes. Staff felt the new routes worked well when placed into service. Mr. Bates stated the revised maps should be finished today for ASOSU to incorporate into the schedules for printing.
- CTS provided 43,181 rides in September, including 101 Beaver Bus rides. *Try Transit Week* ridership increased 15% over 2006. Traditionally, a detailed ridership graph and tabular historical ridership summary has been provided to the Commission each month. Mr. Bates asked if this level of detail each month was useful. Commissioner Friedt stated that the historical ridership doesn't need to be provided each month, and that a comparison of the current month to the same month for the prior year was the most useful. Commissioner

Verts said she finds the current month and year-to date ridership as compared to the prior year useful. There was a discussion about factors that affect ridership, such as population growth, OSU enrollment, OSU parking policies, and the recent construction of apartments very near campus. Ms. Namba said staff will provide simplified monthly ridership data, along with a quarterly report that compares ridership over the last 3 years.

- Commissioner Verts received a request from Julie Jackson at Allied Waste which was passed on to Jim Mitchell. Ms. Jackson was very pleased with the ridership figures and information Mr. Mitchell provided to her. Ms. Namba stated Ms. Jackson wanted to translate rides into carbon reduction figures. Councilor Grosch said the Energy Trust of Oregon has chosen Corvallis as a place to look at how Corvallis rolls out its sustainability and alternative forms of transportation programs. We should keep an eye on how this might affect transit ridership. Commissioner Verts and Ms. Namba both indicated Allied Waste is considering making a similar donation next year to continue the enhanced summer youth ridership program.
- Ms. Namba reviewed the OSU shuttle service which OSU recently redesigned. Because the shuttle departs the main CTS/OSU transfer point at SW Jefferson Way and 15th St. at the same time CTS buses leave the DTC, this does not provide ideal coordination of transit services. The southern transfer point near Reser Stadium does coordinate better.

VII. Adjournment

The meeting was adjourned at 9:21 a.m.

NEXT MEETING: November 14, 2007, 8:15 a.m., Madison Avenue Meeting Room

MEMORANDUM

DATE: November 5, 2007
TO: CACOT Members
FROM: Tim Bates, Transit Coordinator
SUBJECT: Information Sharing Report

- **Street Construction Updates this summer** - The following street construction projects may affect on-time performance (routes which are affected are in parentheses)
 - SW 9th Street and Jefferson Avenue - Traffic Signal Work (nearly all routes): Work began in October and is expected to be completed in November. Staff has been in contact with the City's engineers to insure that buses are given priority through this intersection.
 - SW Country Club Drive - (Route 3) The detour is no longer in effect. There is ongoing sidewalk construction but this will not affect bus routes.
- **Beaver Bus** - Final editions of Beaver Bus maps were printed and distributed the last week of October. Staff hopes the maps will spur an increase in ridership which has been slightly higher than last year at this time.
- **Holiday Trolley** - Staff has initiated outreach to sponsors for this year's Holiday Trolley service, which is anticipated to run 14 days (versus 13 last year). We've expanded outreach in an effort to attract new sponsors, including non-merchant "community sponsors" and have secured a number of sponsors.
- **Advertising Revenue**

Month	Net sales	30% of net sales (amt. paid to CTS)
January, 2006	\$1,704.38	\$491.29
February, 2006	\$2,232.63	\$669.79
March, 2006	\$3,194.30	\$958.29
April, 2006	\$2,411.05	\$723.32
May, 2006	\$2,411.05	\$723.32
June, 2006	\$2,023.30	\$606.99

July, 2006	\$2,722.30	\$816.69
August, 2006	\$2,023.30	\$606.99
September, 2006	\$2,473.30	\$741.99
October, 2006	\$5,679.15	\$1,703.75
November, 2006	\$2,144.70	\$643.41
December, 2006	\$1,937.45	\$581.24
Total 2006	\$30,890.16	\$9,267.05

Month	Net Sales	35% of net sales (amt. paid to CTS)
January, 2007	\$1,667.45	\$583.61
February, 2007	\$1,937.45	\$678.11
March, 2007	\$3,011.45	\$1,054.01
April, 2007	\$2,832.50	\$991.38
May, 2007	\$2,349.50	\$822.33
June, 2007	\$2,566.00	\$898.10
July, 2007	\$3,301.00	\$1,155.35
August, 2007	\$4,516.00	\$1,580.60
September, 2007	\$2,330.00	\$815.50
YTD 2007	\$24,511.35	\$8,578.97

- **Ridership**

- **CTS provided 60,112 rides in October.** This was an all-time record for ridership in the month of October.
- **Philomath Connection provided 1,734 rides in October.** This total was nearly 200 rides higher than the October average for the previous five years.
- **Beaver Bus provided 780 rides in October.** October, 2006 Beaver Bus ridership was 723.

- **“Honored Citizen” bus passes (free passes for seniors 80 + years of age)** - Three new passes were distributed in October. A total of 437 Honored Citizen bus passes have been issued since the program began in September, 2004.
- **On-Time Performance** - The on-time performance figures are as follows:

Route	Departure from DTC	Midpoint of Route
1	79%	15%
2	81%	60%
3	73%	51%
4	79%	88%
5	88%	65%
6	91%	74%
7	94%	26%
8	81%	47%

**CACOT Route Revision Subcommittee Meeting
Friday, November 2, 2007, 9:00am
Old World Deli**

Attendees:

Jim Mitchell, Public Works
Lisa Namba, Public Works
Tim Bates, Public Works
Brandon Trelstad, CACOT Commissioner
Stephan Friedt, CACOT Commissioner
Bob Lowry, CACOT Chair

The following is information requested of staff by subcommittee members following the August 29, 2007 subcommittee meeting and presented at the November 2, 2007 subcommittee meeting. Conclusions or discussion on the items, along with follow-up work by staff, is presented in italics.

The subcommittee had requested that staff compare ridership data for the stops which used to exist on 49th Street prior to the April, 2006 route change to ridership at the Country Club & 49th Street (Stoneybrook) stop. Staff reported to the committee the unhappy discovery that the VIS deleted the 49th Street data when the route was changed. There was discussion about the possibility of returning service to 49th Street, and options for route revisions that would not negatively impact the on-time performance of Route 3. Staff was asked to provide ridership data for each stop on Route 3, from West Hills to 53rd to Country Club to 35th to Western. Similar data was requested for Route 8 on 53rd between West Hills and Technology Loop.

Scenarios if Route 2/Route 4 departure times are switched

Currently Route 2 departs DTC at :15, Route 4 departs at :45. If these departure times are switched, the following scenarios would occur:

Avery Square (serviced by Route 2):

- Currently, outbound Route 2 arrives at 8:17am. With the switch, it would arrive at 7:47am. **Result:** Assuming an 8-5 work schedule, more advantageous service with the switch.
- Currently, Route 2 inbound would arrive at Avery Square at 5:37pm. With the switch, the bus would arrive at 5:07 pm. **Result:** More advantageous service with the switch.

Discussion of Subcommittee:

The subcommittee agreed that the switch in times would benefit Route 2 passengers who work at Avery Square. Staff agreed to contact Scott Carroll at Good Samaritan Hospital to ask him about the demographics of Route 2 passengers. Switching route times makes sense only if there is sufficient Avery Square ridership on this route.

On Monday, November 5th, Tim called Commissioner Scott Carroll, a Good Samaritan Hospital employee, about this matter. Scott agreed to send an email to Good Sam Hospital employees asking the following question:

“If Route 2 departure times were switched so that the bus would arrive at the Benton Center at 7:47am from the Downtown Transit Center, and would service the Benton Center at 5:07pm on the way to the Downtown Transit Center, would you be more likely to use Corvallis Transit System?”.

Garfield Elementary (bell times 8:15am and 2:35pm) - Serviced by Route 4

- Currently, in the morning the Route 4 arrives at 7:50am outbound and 8:05am inbound. With the switch, the bus would arrive at 8:20am outbound and 8:35am inbound. **Result:** Less advantageous with the switch.
- Currently, in the afternoon the Route 4 arrives at 2:50pm outbound and 3:05pm inbound. With the switch, the bus would arrive at 2:20pm or 3:20pm outbound and 2:35 pm or 3:35pm inbound. **Result:** Less advantageous with the switch.

Discussion of Subcommittee:

The subcommittee agreed that neither of these two scenarios would benefit from a switch.

Linus Pauling M.S. (bell times 9:00am and 3:30pm) - Serviced by Route 4

NOTE: Linus Pauling boundary is south of Circle; a.m. outbound and p.m. inbound scenarios are most pertinent.

- Currently, in the morning the Route 4 arrives at 8:52 outbound and 9:07am inbound. With the switch, the bus would arrive at 8:22am outbound and 8:37am inbound. **Result:** The switch is less advantageous outbound and more advantageous inbound.
- Currently, in the afternoon, the Route 4 arrives at 3:52pm outbound and 4:05pm inbound. With the switch, the bus would arrive at 4:20pm outbound and 3:35pm or 4:35pm inbound. **Result:** The switch less advantageous outbound and more advantageous inbound if riders can catch the 3:35pm inbound.

Discussion of Subcommittee:

The subcommittee agreed that there are some negatives and some positives with the possible switch.

Corvallis H.S. (bell times 7:40am and 3:10pm) - Serviced by Route 4

NOTE: CHS boundary is south of Circle; a.m. outbound and p.m. inbound scenarios are most pertinent. Also note outbound stop is at 10th & Buchanan, inbound stop is on 11th at CHS parking lot.

- Currently in the morning the Route 4 arrives at 6:48am outbound and 7:10am inbound. With the switch, the bus would arrive at 7:18 outbound and 7:40am inbound. **Result:** The switch would be more advantageous outbound but less advantageous inbound.
- Currently in the afternoon the Route 4 arrives at 3:38pm outbound and 3:10pm inbound. With the switch, the bus would arrive at 3:18pm outbound (at 10th & Buchanan) and 3:40pm inbound. **Result:** The switch would be more advantageous outbound (but still

may not work, with 8 minutes to get to the stop) and inbound.

Discussion of Subcommittee:

The subcommittee discussed the advantages and disadvantages. Several subcommittee members questioned how many CHS students use CTS as a mode of transportation. Also brought up was the issue of the outbound route's nearest CHS stop is 10th and Buchanan and whether CS students would walk the 2-3 blocks after alighting the bus.

Good Samaritan Complex - serviced by Routes 2 and 4 (and by Route 7)

- Route 2 services the complex at :25 of each hour.
- Route 4 services the complex at :55 of each hour.
- Route 7 services the complex at :25 of each hour.

Currently, Routes 2 and 7 can transfer easily because they arrive at the same time and follow the same direction at the complex. With the switch, the Routes 4 and 7 would be able to easily transfer but they travel different directions in the complex.

NOTE: Currently, there is 30 minute service to the Circle/Highland area (Boys and Girls Club, Osborn Aquatic Center, Timberhill Assisted Living, Linus Pauling Middle School, Garfield School) because the arrival times for Routes 7 and 4 in this area are offset. Further, the Route 4 and 7 offset provides 30 minute service from this area to the hospital complex. If the departure times for Routes 2 and 4 are switched, 60 minute service will be provided instead.

Discussion of Subcommittee:

The subcommittee agreed the loss of 30-minute service to the Circle/Highland area in the above scenario was a significant negative.

Leave Route 4, Switch Route 2 to :45 Departure

With the pairings of 3/4 and 2/8, if Routes 2 and 4 depart simultaneously, Routes 3 and 8 would depart simultaneously, resulting in a change from 30 to 60 minute frequency to the edges of campus and in portions of SW Corvallis.

Discussion of Subcommittee:

The subcommittee agreed that the resulting loss of 30-minute frequency of service to the edges of campus and in portions of SW Corvallis was not worth the advantages of having Route 2 and 4 depart simultaneously.

Yearly ridership by Route for FY 06-07 (7/106-6/30/07)

<u>Route</u>	<u>Ridership</u>	<u>% of total ridership</u>
1	83,119	15
2	45,975	8
3	30,761	6
4	45,058	8
5	131,289	24
6	101,519	19
7	78,191	14
8	34,873	6
Total	550,785	100

On-time performance of time points departures (1/1/07-6/30/07)

<u>Route 1</u>	<u>Time Point</u>	<u>% on time overall</u>	<u>% a.m.</u>	<u>% p.m.</u>
	DTC	87	98	97
	Harrison/35th	63	93	53
	Witham Hill/Elmwood	73	95	77
	Walnut/Rolling Green	68	89	66
	HP	37	40	30
	Walnut/Satinwood	25	30	23
	Timberhill Shop. Ctr.	40	46	28
	Walnut/Aspen	41	65	27
	36 th /Lincoln	35	49	20
	Monroe/14th	25	41	47

On time Arrival at DTC: 1:00pm 43%, 2:00pm 60%, 6:00pm 53%

<u>Route 7</u>	<u>Time Point</u>	<u>% on time</u>	<u>% a.m.</u>	<u>% p.m.</u>
	DTC	95	99	96
	29th/Grant	61	97	49
	Circle/11th	61	96	46
	HP	46	88	23
	Conifer/Lancaster	unavailable		
	Good Sam Hospital	33	59	14
	9 th /Walnut	39	67	22
	Circle, w. of Kings	38	65	19
	29 th /Grant	25	77	35
	Monroe/Kings	55	80	39

Route 7 Timepoint Effects from Shifting Departure Times

DTC	:15
Monroe	:18
Boys & Girls (outbound)	:25
HP	:30
Hospital	:40
Boys & Girls (inbound)	:48
Monroe/Kings	:00

Discussion of Subcommittee:

The committee agreed more data was needed to determine whether timepoints on these routes need to be adjusted, and if so, which ones. Staff will look at both routes and bring suggestions back to the group. A midpoint dwell on Route 1 was discussed, with the advantage of being able to have the last half of the route be on time if time was lost in the first half. It was noted that Route 7 is regularly observed arriving as much as 5 minutes early to the DTC on morning runs, confirming that the route can be run in 50 minutes, and pointing strongly towards timepoints being inappropriately located. Staff will follow up with First Student and reiterate it is never appropriate to be early at any point on a route.

Bob Lowry suggested we consider shifting the afternoon departure times for Routes 1 and 7 by 10 or 20 minutes to better serve campus employees getting off work at 5:00.

Passenger and Driver survey onboard Routes 2 and 4

Transit Division staff person Cindy Hallett conducted an onboard survey of passengers and drivers on Routes 2 and 4. The results were as follows:

Route 2

Passenger Questions

1. Is it important to you to have buses go both directions while on the Good Sam complex?

- “I don’t know where the other bus goes”.
- “They should go the same way, it’s less confusing”.
- “No”.
- “It helps to have different directions”.

2. Have you ever been confused about where to stand to catch a particular bus while at the Good Sam complex?

- “No”.
- “When I first moved to Corvallis”.
- “No”.

- “No”.

Driver Question:

1. Have you ever had a Regent Retirement resident or Regent Memory Care resident board the Route 2 expecting it to drive directly to the Good Sam complex?

- “No”.

Route 4

Passenger Questions

1. Is it important to you to have buses go both directions while on the Good Sam complex?

- “No. One direction is best, especially for persons with disabilities”.
- “No”.
- “No”.

2. Have you ever been confused about where to stand to catch a particular bus while at the Good Sam complex?

- “Occasionally. I can’t see the sign at the Clinic”.

3. If so, would better signage have helped?

- “Possibly”.
- “A better map would help”.

Staff Work Items for November CACOT Meeting

- Cost of PC-Style Cutaway Bus - CTS requested \$120,000 for a new Philomath Connection vehicle. This seems in line with the average cost of vehicle of this type.
- CTS services donated to the Community for 2007.

Event - 2007	Cost of extra service	Ridership	Lost fare revenue (based on 70% of ridership paying cash fares)
Fall Festival	\$2,764.58	2,485	\$1,304.63
daVinci Days	\$3,203.32	522	\$ 274.05
Benton County Fair	\$2,437.40	2,592	\$1,306.80

The total cost for lost fare revenue was \$2,939.48.

The total cost for extra service was \$8,405.30.

The combined total for lost fare revenue and extra service was \$11,344.78.

- Guidelines to be used for CTS providing free transit service to community events:

In the past, CTS has provided free transit service in conjunction with community events. There appears to have been no set criteria upon which to base the decision about whether to donate service to these events. The following is a draft of proposed language that will be used for the basis of a decision about free service.

“CTS will require written solicitation from each event sponsor for free CTS transit service in conjunction with the given event. The solicitation will detail service hours above and beyond normal CTS transit service. A final determination to provide/deny free service will be based upon, but not limited to, the following criteria:

1. Benefit to the community and CTS.
2. Timeliness of solicitation made to CTS.
3. Availability of transit budget.

Because these guidelines are new, each coordinator of events which have been sponsored in past years will be notified of the new guidelines.

- **Ridership by Route**

RIDERSHIP ROUTE COMPARISON SUMMARY JULY 2006 & APRIL 2007

	Jul-06	% of Total	Apr-07	% of Total	Ridership July vs April
ROUTE 1	5894	15%	7681	15%	77%
ROUTE 2	3710	9%	3921	8%	95%
ROUTE 3	2354	6%	2880	6%	82%
ROUTE 4	3118	8%	4136	8%	75%
ROUTE 5	8831	22%	12035	24%	73%
ROUTE 6	8148	20%	9000	18%	91%
ROUTE 7	5671	14%	6783	14%	84%
ROUTE 8	2378	6%	3311	7%	72%
TOTALS	40104	100%	49747	100%	81%

WEEK OF NOV. 5-10, 2007

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure	Arrival	Departure								
Route 1												
600	Ontime	N/A	N/A	N/A								
700	Late	Ontime	Late	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	N/A
800	Very late	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
900	N/A	N/A	Late	Ontime	Ontime	Ontime						
1000	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1100	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Late	Ontime	Late	Ontime	Ontime	Ontime
1200	Very late	Ontime	Late	Ontime	Very late	Ontime	Late	Ontime	Late	Ontime	Ontime	Ontime
1300	Late	Late	Ontime	Ontime	Very late	Late	Late	Ontime	Ontime	Ontime	Ontime	Ontime
1400	Ontime	Ontime	Late	Ontime	Very late	Late	Late	Ontime	Very late	Ontime	Ontime	Ontime
1500	Very late	Ontime	Very Late	Ontime	Ontime	Ontime	Late	Ontime	Very late	Late	Ontime	Ontime
1600	Very late	Late	Late	Ontime	Late	Ontime	Late	Ontime	Late	Ontime	Late	Ontime
1700	Very late	Late	Very Late	Ontime	Late	Ontime	Very late	Ontime	N/A	N/A	Ontime	Ontime

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Route 2												
600	Ontime	N/A	Ontime	N/A	Ontime	N/A	Ontime	N/A	Ontime	N/A	N/A	N/A
700	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	N/A	Ontime	Ontime	Ontime	N/A
800	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
900	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1000	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1100	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1200	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime
1300	Ontime	Ontime	Ontime	Ontime	Late	Late	Ontime	Ontime	Ontime	Ontime	Late	Ontime
1400	Very late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1500	Very late	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime
1600	Very late	Very late	Very late	Late	Ontime	Ontime	Very late	Ontime	Very late	Ontime	Very late	Late
1700	Very late	Very late	Late	Late	Ontime	Ontime	Late	Ontime	Very late	Late	Very Late	Very late

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure										
Route 3												
600	Ontime	N/A	N/A	N/A	Late	N/A	N/A	N/A	N/A	N/A	N/A	N/A
700	Ontime	Ontime										
800	Ontime	Ontime										
900	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime
1000	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Late	Ontime	Ontime
1100	Ontime	Ontime										
1200	Ontime	Ontime										
1300	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1400	Ontime	Ontime	N/A	Ontime								
1500	Ontime	Ontime										
1600	Ontime	Ontime	Late	Late	Ontime	Ontime	Ontime	Ontime	Late	Late	Ontime	Ontime
1700	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Late	Late	Ontime

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure										
Route 4												
600	Ontime	Ontime	Ontime	N/A	Ontime	N/A	Ontime	N/A	Ontime	N/A	N/A	N/A
700	Ontime	Ontime										
800	Ontime	Ontime										
900	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Late	Ontime	Ontime	Ontime
1000	Ontime	Ontime										
1100	Ontime	Ontime										
1200	Ontime	Ontime										
1300	Ontime	Ontime										
1400	Ontime	Ontime										
1500	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1600	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Late	Ontime	Ontime
1700	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	N/A	N/A

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure										
Route 5												
600	Ontime	N/A	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	N/A	N/A
700	Ontime	Ontime										
800	Ontime	Ontime										
900	Ontime	Ontime										
1000	Ontime	Ontime										
1100	Ontime	Ontime										
1200	Ontime	Ontime										
1300	Ontime	Ontime										
1400	Ontime	Ontime										
1500	Ontime	Ontime										
1600	Late	Late	Late	Ontime	Late	Late	Ontime	Ontime	Late	Late	Ontime	Ontime
1700	Late	Late	Late	Late	Late	Late	Late	Ontime	Late	Ontime	Ontime	Ontime

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Route 5(2)												
600	Ontime	N/A	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	N/A	N/A
700	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
800	Ontime	Ontime	Ontime	Ontime	Late	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
900	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1000	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1100	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1200	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1300	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1400	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1500	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime
1600	Very Late	Ontime	Very Late	Late	Late	Late	Ontime	Ontime	Late	Late	Ontime	Ontime
1700	Very Late	Very Late	Very Late	Very Late	Late	Late	Late	Late	Very late	Late	Ontime	Ontime

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure										
Route 6												
600	Ontime	Ontime	N/A	N/A								
700	Late	Ontime	Ontime	Ontime								
800	Ontime	Ontime										
900	Ontime	Ontime										
1000	Ontime	Ontime										
1100	Ontime	Ontime										
1200	Ontime	Ontime										
1300	Ontime	Ontime										
1400	Ontime	Ontime										
1500	Ontime	Ontime	Late	Ontime								
1600	Late	Ontime	Ontime	Ontime	Late	Ontime	Late	Ontime	Late	Ontime	Ontime	Ontime
1700	Late	Late	Ontime	Ontime	Late	Ontime	Late	Ontime	Late	Late	Ontime	Ontime

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Route 6(2)												
600	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	N/A	N/A
700	Late	Late	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
800	Ontime	Late	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
900	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1000	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1100	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1200	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1300	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Late	Ontime
1400	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime
1500	Late	Ontime	Very late	Ontime	Late	Ontime	Late	Ontime	Late	Ontime	Late	Ontime
1600	Very late	Late	Very late	Late	Late	Ontime	Late	Ontime	Very late	Late	Late	Ontime
1700	Very late	Very late	Ontime	Ontime	Late	Late	Late	Ontime	Very late	Late	Late	Ontime

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Route 7												
600	Ontime	N/A	Ontime	N/A	Ontime	N/A	Ontime	N/A	Ontime	N/A	N/A	N/A
700	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	N/A
800	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
900	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1000	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1100	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1200	Ontime	Ontime	Late	Ontime	Very late	Ontime	Late	Ontime	Very late	Ontime	Ontime	Ontime
1300	Late	Ontime	Late	Ontime	Late	Late	Very late	Ontime	Very late	Late	Ontime	Ontime
1400	Late	Ontime	Late	Ontime	Ontime	Ontime	Late	Ontime	Very late	Ontime	Ontime	Ontime
1500	Late	Ontime	Late	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime
1600	Late	Ontime	Late	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime
1700	Late	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime	Late	N/A	Ontime	Ontime

	Nov. 5		Nov. 6		Nov. 7		Nov. 8		Nov. 9		Nov. 10	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Route 8												
600	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	N/A	N/A
700	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
800	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
900	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1000	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1100	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime	Ontime	Ontime	Ontime	Ontime
1200	Late	Ontime	Ontime	Ontime	Ontime	N/A	Late	Late	Ontime	Ontime	Ontime	Ontime
1300	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1400	Very late	Very late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime
1500	Very late	Very late	Very late	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Ontime	Late	Ontime
1600	Very late	Very late	Very late	Very late	Ontime	Ontime	Late	Late	Very late	Late	Very late	Very late
1700	Very late	Very late	Late	Ontime	Ontime	Ontime	Late	Ontime	Very late	Late	Very late	Late