

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT  
PUBLIC HEARING MINUTES  
January 30, 2006**

Members Present

Stephan Friedt  
Emily Hagen, City Councilor  
Bob Lowry, Chair  
Brandon Trelstad  
Lita Verts, Vice-Chair  
Bjorn Warloe  
Robert E. Wilson

Absent

Scott Carroll  
Annie McMahon

Staff

Steve Rogers, Public Works  
Jim Mitchell, Public Works  
Jon Katin, Public Works  
Michelle Rhoads, Public Works

Visitors

Robert Denner  
Fred Lay  
Sue Donna Doolen  
Catherine Mater  
Drew Robertson  
Alan Heninger  
Roy Severin  
Marshall Smith  
Nancy Laurence  
Warren Baker  
John Oliver  
Casey Schaufler

**SUMMARY OF DISCUSSION**

Agenda Item	Infor- mation Only	Held for Further Review	Recommendations/Action
I. Introductions	X		
II. Open Public Hearing	X		
III. Closed Public Hearing	X		
IV. Commission Questions of Staff		X	
V. Commission Deliberations		X	
VI. Recommendation/ Decision		X	

**CONTENT OF DISCUSSION**

**I. Introductions**

Introductions were made.

**II. Open Public Hearing**

Chair Bob Lowry asked each speaker to limit his/her speaking time to five minutes. If there is time remaining during the open public hearing session, speakers will be allowed to speak a second time.

Steve Rogers and Michelle Rhoads presented the staff report. Rogers discussed the objectives of this public process: improve on-time performance, respond to evolving transportation needs of the bus riders and community, and prevent negative impact on the Transit and thus City budget. On-time performance has been negatively impacted by increased bus ridership and vehicle traffic throughout the community. Rhoads summarized the proposed revisions to bus routes as advertised in the public notices.

**Public Comments:**

**Robert Denner** said it would be convenient to riders if the buses servicing OSU would arrive at the campus at least five-ten minutes before the top of each hour. He went on to say that it would be convenient if buses arrived at the Transit Center at least 15 minutes after each hour and 15 minutes before each hour. Mr. Denner also emphasized the importance of the bus system for senior citizens.

**Fred Lay** is an OSU student who mainly rides the Route 5. He disagreed with the statement by staff that Routes 2,3,4 and 8 are the routes which are primarily late. He believed it was Route 5 which suffered the most because of its attachment to the Routes 2 and 4. According to Mr. Lay, Route 5 has been cancelled numerous times recently, negatively affecting students. Although budget constraints would probably prevent it, he asked for later hours for the buses and for some Sunday service. Mr. Lay said it would be helpful if the auto-announce/wayside sign system became fully operational soon.

**Sue Donna Doolen** recently submitted a letter signed by sixteen residents of Walnut Court at 842 NE 2nd Street. The letter requested regular bus service along the NE 2nd Street corridor. Ms. Doolen said she and other residents of Walnut Court are excited about proposed bus service along NE 2nd Street. This service will give non-drivers better access to shopping and appointments.

**Catherine Mater** is an employee of Mater Engineering and is a

partner in building the Riverfront Renaissance. She requested that CACOT recommend a change in City of Corvallis policy to allow earmarking of City System Development Charges (SDC's) for specific projects. Ms. Mater said that the Renaissance project will be charged approximately \$300,000 in SDC's. She would like for those funds to be used to operate a Trolley bus "circulator" service along 1<sup>st</sup> or 2<sup>nd</sup> streets in downtown Corvallis.

**Drew Robertson**, a resident who lives on NE 2nd Street, said he and his family are pleased about the proposed service to 2nd Street. Mr. Robertson also requested coordination between Route 4 and the Corvallis High School bell times to encourage more student ridership.

**Alan Heninger** is an OSU student who lives on NE Conifer Boulevard and rides Route 7. Mr Heninger is concerned the proposed change for the Route 4 to operate along Conifer would mean a reduction in service to him and others who need transportation to OSU because the proposed Route 4 operates several blocks from campus. This would make it difficult for him to arrive at classes on time. The proposed change to a forty-five minute route length would necessitate a long wait time. He asked for either a change to a thirty minute route length or a route change which would provide access closer to OSU.

**Roy Severin** said routes which will be paired with other routes should be publicized so riders know in advance which route they are riding.

**Marshall Smith** is a twenty-year rider of CTS. Mr. Smith said Route 2 having to go through the stops signs on 9<sup>th</sup> Street at Walnut Boulevard and Samaritan Drive will cause the route to be late because of traffic congestion. His understanding is that Route 7 will be traveling an opposite direction from the one it takes now, necessitating a switch in designated stops from the north side of the street to the south side. Mr. Smith questioned the need for service along the NE 2nd Street corridor and through the Hewlett-Packard campus. He expressed support for maintaining service on Spruce and asked for bus stop locations to be improved for wheelchair accessibility.

**Nancy Laurence** is a resident of South Corvallis. Ms. Laurence praised the bus service but said she was concerned about the potential negative impact of route changes on children wanting to access the Boys and Girls Club and

Osborn Aquatic Center. She was also concerned with the flow-through of buses which currently leave OSU every thirty minutes and arrive at the Transit Center in time for transfers. Proposed changes would reduce service to forty-five minute intervals.

**Warren Baker** is an infrequent rider of CTS. He echoed his support of earlier testimony which supported flow-through routes.

**John Oliver** said the Commission needed to be mindful of routes which will travel in close proximity to one another during the same time period if some of the routes change to 45 minutes in length. Routes 2 and 4 will have this dilemma. Routes servicing Hewlett-Packard will have a difficult time being on time because of trains. Adding five minutes to each route trip throughout the day would improve on-time performance for all routes. Mr. Oliver expressed concern that due to the tight bus schedule, he and his fellow bus drivers frequently do not receive adequate time for bathroom breaks and that their lunch breaks are often cut short. He suggested changing Route 1 to a departure time (from the Downtown Transit Center) of 30 minutes after each hour.

**Casey Schaufler**, Chair of the Student Incidental Fee Committee at OSU, attended the meeting on behalf of a committee member and several student senators at OSU. Mr. Schaufler said he has heard from many OSU students who would like some bus service to arrive at OSU at the bottom of each hour. Currently, buses arrive at OSU at the top of each hour.

**Marshall Smith** added testimony about difficulties transferring between routes 4 and 5 due to late buses. He likes Mr. Oliver's proposal of adding 5 minutes to each route trip.

The open public hearing was closed after all speakers had addressed the Commission.

### **III. Closed Public Hearing**

Emily Hagen, responding to the speaker who suggested a five-minute addition to each route leg, said she worried that riders would become confused by the scheduled times if they weren't consistent.

Stephan Friedt said he would like to ponder the suggestions

and comments made by the public and meet with the CACOT subcommittee to discuss the points made.

Bjorn Warloe said on-time performance was paramount in the Commission's mind when making the proposed changes. Also, drivers getting a break during their shifts is an important consideration of the Commission in crafting the route changes.

Lita Verts said she was concerned that the speaker's suggestion of adding five minutes to each route trip would interfere with OSU students' schedules.

Chair Lowry called upon Steve Rogers. Rogers asked for the visitors to show hands if they preferred maintaining the existing bus routes with the addition of five minutes to the length of each bus route or if they preferred the route revision proposal as presented to include four of the routes changing to 45 minutes in length. The majority of visitors showed hands indicating a preference for maintaining the existing route system with the addition of 5 minutes to the length of each route. There seemed to be a fairly strong consensus opposed to 45 minute runs.

Bob Lowry suggested that the CACOT review all of the information presented and be prepared to discuss it at the next regular CACOT meeting on February 8, 2006.

#### **IV. Commission Questions of Staff**

Questions from the Commission to Staff will be asked at the next CACOT meeting.

#### **V. Commission Deliberations**

Deliberations were tabled until the next CACOT meeting.

#### **VI. Recommendation/Decision**

Recommendations were tabled until the next CACOT meeting.

#### **Future Meetings:**

Wednesday, February 8, 2006, 8:15 a.m., City Hall Conference Rm. D  
Wednesday, March 8, 2006 8:15 a.m., Madison Avenue Conf. Room  
Wednesday, April 12, 2006 8:15 a.m., Madison Avenue Conf. Room