

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES**

September 14, 2005

Members Present

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

Staff

Michelle Rhoads, Public Works
Jon Katin, Public Works

Visitors

Paul Morgan
Carl Switzer, Metropolitan Planning
Organization (MPO)

Absent

Emily Hagen, City Councilor
Robert Straus, ASOSU

SUMMARY OF DISCUSSION

Agenda Item	Infor- mation Only	Held for Further Review	Recommendations/Action
I. Introductions	X		
II. Approval of Minutes- August 10, 2005			Approved.
III. CACOT/Visitor's Comments			Future CACOT meetings will begin at 8:15 a.m.
IV. Proposed Project Time Lines for Reviewing Routes for Potential Revisions	X		
V. Revisit Passenger Policies			Approved any measures to ensure non- disruptive and safe bus service.
VI. Information Sharing	X		
VII. Adjournment	X		

CONTENT OF DISCUSSION

I. Introductions

Introductions of Commission members, staff and visitors were made.

II. Approval of Minutes- August 10, 2005

Commissioners Wilson and Friedt, respectively, moved and seconded that the Commission approve the August 10, 2005 minutes. The motion passed unanimously.

III. CACOT/Visitor's Comments

Paul Morgan shared several of his observations on riding a CTS bus with an active auto announce system. Approaching several intersections, the system finished announcing an intersection after the bus had passed the intersection. Mr. Morgan suggested announcing the cross street of the intersection first, before announcing the street the bus is currently traveling on, to insure the cross street is announced before a bus passes through an intersection. He also suggested increasing by several seconds the time the system begins its announcement of an approaching intersection. Jon Katin said the consultant continues to work on these and other issues which have arisen. Michelle Rhoads said all designated stops are currently being announced but CTS all along has planned to reduce the number of announcements to an appropriate frequency. ADA requires the announcing of major intersections and landmarks. Mr. Morgan said new OSU students would benefit by having CTS announce as many stops as possible to initially familiarize the students with the routes.

Mr. Morgan suggested adding cushion time to the routes to prevent drivers from having to adhere to a strict schedule. He said fuel consumption could be lowered by adding time to the routes. Rider comfort and safety would also be increased by the route time addition. He said staff should ask for a demonstration of the hybrid bus which could provide a savings in fuel consumption and maintenance.

Bob Wilson said he would like to see future CACOT meetings begin at 8:15 a.m. Because doors to City Hall open at 8:00 a.m., a later starting time would enable staff ample time to set up and allow Commissioners and visitors time to ready themselves for meetings. Lita Verts said an 8:15 a.m. start time would allow her and other Commissioners to ride the bus to meetings.

It was agreed that future CACOT meetings, starting with the October, 2005 meeting, will begin at 8:15 a.m.

Carl Switzer, Metropolitan Planning Organization (MPO), said MPO is developing a long-range transportation model for the region. MPO is testing alternatives for future traffic issues. One alternative is to develop strategies for coping with transit issues 20-25 years in the future. As the process moves along, Mr. Switzer will report the progress to CACOT.

IV. Proposed Project Time Lines for Reviewing Routes for Potential Revisions

Michelle Rhoads said current route and schedule information

was recently printed and updated on the City's website. Staff anticipates that in mid-October it would be possible to collect valid ridership and bus stop usage data as the system should settle into regular patterns after the start of Fall Term at OSU and the Try Transit Week promotion. Data may also be available through the information system being installed on the buses. Commissioners Steve Friedt, Bob Lowry and Lita Verts volunteered to assist staff in evaluating data in early November. It is anticipated preliminary ideas could be shared during the November CACOT meeting, with formal recommendations available for discussion during the December 14 CACOT meeting.

Warloe suggested the sub-committee review challenging locations for buses, such as "bad" intersections in which buses must sit for long periods of time before being able to enter heavy traffic.

As part of the Federal Transit Administration (FTA) requirements, if there are significant changes to routes which would negatively impact riders, public hearings must be held. Rhoads will seek input from CTS drivers regarding any proposed route changes. Any public hearing would need to occur at the beginning of January, 2006 in consideration of the winter break at OSU. Final decisions could be discussed during the January 11, 2006 CACOT meeting. Any route changes would probably take effect February, 2006.

V. Revisit Passenger Policies

Rhoads said that due to new concerns received regarding passenger behavior, she has had more discussions with the City Attorney's Office (CAO) regarding passenger policies. CAO recommended CTS consider adding a phrase to its passenger policies which would be used to address passenger behavior incidents, such as "Your behavior is interfering with our bus system". Drivers would need to be instructed on when, how, and why the phrase should be used.

CAO has offered to train CTS drivers to deal with problem passenger behavior without infringing on passenger civil liberties. Staff has also considered involving a police officer in CTS driver training.

Commissioners Carroll and Wilson, respectively, moved and seconded that the Commission approve any measures, policies and/or training which City staff or the City's Attorney Office deems necessary to ensure non-disruptive and safe bus service. The motion pass unanimously.

VI. Information Sharing

Dial-A-Bus will host an open house Saturday, September 24, 2005, from 1:00-3:00 p.m. at the Senior Center. Dial-A-Bus

provides the ADA paratransit service for the fixed route bus system.

Michelle Rhoads said that Linda Elder of Dial-A-Bus reported ADA rides increased dramatically during August, 2005. Ms. Elder said the increased ridership figures are based on rides given between 4:00 p.m.-7:00 p.m. Monday through Friday and all day Saturday. Rides given at other times are reported under the Special Transportation Fund (STF).

Philomath Connection reported a ridership record for August, 2005. CTS ridership for August was less than 100 rides short of a ridership record.

Rhoads said after Laidlaw's move to Highway 34 there was an increase in the frequency of late buses, specifically around the time of driver shift changes downtown. Laidlaw is working with drivers to allow for more timely shift changes to remedy the situation.

The City has an FTA grant to study the environmental impact of locating its transit facility at various sites around Corvallis. Jon Katin added staff is looking into acquiring partners for a proposed facility. If the City were to acquire its own facility, more companies might bid on upcoming transit service contracts, thus leading to a more competitive bidding process.

Stephan Friedt asked why inside advertising on buses is not more fully utilized to the extent of other local bus systems. Rhoads said the interiors are used for transit system advertising and where possible, to also advertise upcoming community events. Within the next week or so posters will be installed to promote Fall Festival free bus service.

Rhoads said she has been working with riders who have applied for Dial-A-Bus but who are capable of riding CTS with some training. Training includes schedule reading, finding bus stops and riding buses.

VII. Adjournment

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

Future Meetings:

Wednesday, October 12, 2005, 8:15 a.m., City Hall Conference Rm. D
Wednesday, November 9, 2005, 8:15 a.m., City Hall Conference Rm. D