

DRAFT
CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
PUBLIC HEARING MINUTES
 March 30, 2005

Members Present

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

Absent

Scott Carroll
 Robert Straus

Staff

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

Visitors

Charles Johnson
 Beryl Bunker
 Stewart Wershow
 Tim Bates, Public Works
 Ali Bonakdar, Corvallis Area
 Metropolitan Planning Organization
 (CAMPO)

SUMMARY OF DISCUSSION

Agenda Item	Infor- mation Only	Held for Further Review	Recommendations/Action
I. Introductions	X		
II. Public Hearing- Accept Public Comments On the Draft Corvallis Area Transit Master Plan	X		
III. CACOT Action on Public Comment and Issue Recommendations to City Council			a) Recommended a periodic peer review be conducted by the City and that it be incorporated into the Plan; and b) Recommended that staff forward the Draft Transit Master Plan to Urban Services Committee
IV. Adjournment	X		

CONTENT OF DISCUSSION

I. Introductions

CACOT members were introduced.

II. Public Hearing- Accept Public Comments On the Draft Corvallis Area Transit Master Plan

Jim Mitchell gave a brief overview of the Draft Corvallis Area Transit Master Plan (Plan). It is expected that the Plan will help anticipate the future needs of the transit system and guide decisions for the next 20 years. The Plan was originally developed in 1996-97 but was never formally adopted by City Council. Some suggestions made in the 1996-97 plan were incorporated into this version. The Plan looks at external policies and programs which influence what is permissible to act on, both in the short term and long term. When completed, the Plan will include seven chapters and an executive summary.

The intent of updating the Plan at this time is to have a plan adopted by City Council and then incorporated into the Transportation System Plan.

The public comment period began. Charles Johnson was the first visitor to speak. Mr. Johnson has been a regular transit rider for the last six months and made the following observations:

- ◆ The Plan identifies Jefferson Avenue as a primary transit corridor through OSU's campus. However, the Plan states in "Chapter Discussions" that because of pedestrian traffic, speed bumps and the like, OSU and/or the transit system would need to make major infrastructure expenditures along this stretch of Jefferson Avenue. Mr. Johnson said OSU's transportation system provides enough service to students to warrant Corvallis Transit System (CTS) not providing service through OSU's campus on Jefferson. He said Monroe Avenue is a more efficient route because it is a city-owned street. 26th Street should be the street used to service OSU.
- ◆ 35th Street between Jefferson and Harrison has also been designated as a primary corridor. Mr. Johnson said this is a route which can be serviced by OSU's transit system. He feels there is no chance of growth in the corridor because all property is owned by OSU, save for one or two structures. Citizens living in the structures are within several blocks of current CTS services.
- ◆ Philomath Boulevard between Technology Loop and West Hills/Western has been designated as a primary corridor. Mr. Johnson said there is no chance for growth in this area because it is currently single family housing. He said

Research Way is a much better candidate for being a primary corridor because of businesses already located there. He said the Plan does not address businesses thoroughly enough, specifically how to transport employees to the businesses. He suggested a marketing plan which offers discounted ride passes to encourage employees to use the transit system.

- ◆ Mr. Johnson said all future transit route plans should include Elks Drive being serviced in a counter-clockwise loop around Good Samaritan Hospital. This route would decrease route time while servicing all buildings in that area.
- ◆ Mr. Johnson said Route 6, which services South Corvallis, can be kept intact with several modifications. On inbound service, the route would go straight at Thompson, turn right on 5th from Western and proceed to the Intermodal Mall. On outbound service, the route would exit the Intermodal Mall and turn right on 4th Street from Monroe Avenue.
- ◆ Mr. Johnson pointed out that Route 6 is the sole bus which services any portion of downtown. The route services 4th Street from Jefferson until it reaches the south part of Corvallis. He said there is only one bus stop on this stretch and more need to be added. He went on to say that by not servicing downtown, CTS is missing an opportunity to increase ridership.
- ◆ Mr. Johnson prepared specific recommendations for revising individual routes and route pairings. These recommendations were provided in writing.

Visitor Beryl Bunker was the next to speak. She said she was at the meeting to advocate keeping twice-per-hour Route 6 service to the south part of Corvallis.

Visitor Tim Bates expressed his pleasure with the transit system and drivers. He and his son Eddie are frequent riders of many routes. He suggested CTS should educate the public to the fact that buses are equipped with bike racks on the front of the buses. He said he hears from many non-riders who claim they would use the system if there were a stop closer to their residence or business. Many non-riders were unaware buses had bike racks.

Visitor Charles Johnson suggested that transit service hours be expanded and that the system make use of transit peer groups to evaluate CTS's performance. He advocated maintaining service until 9:00 p.m. during OSU's Fall,

Winter, and Spring terms. Mr. Johnson said naming of routes would make the system more easily identifiable. A route could be named for a school which is along the route.

Visitor Stewart Wershow said it would be helpful if the Plan had a zoning and Comprehensive Plan map of the city and the urban growth boundary. He also suggested looking more at the new OSU Campus Master Plan. Part of this plan states a desire to limit traffic on 26th Street, a suggestion made earlier by another visitor.

Brandon Trelstad said one of the goals of the OSU Campus Master Plan is to limit private automobile traffic on campus, making it easier for CTS to maneuver. He said land-use development impact on transit should be a major focus of The Plan. Public demand should be responsive to transit, not vice versa.

Jim Mitchell, responding to Trelstad's comments, said the Plan touches on land development but doesn't "put teeth into it" because land development is covered in the Land Development Code and Comprehensive Plan. The Plan, in general, does speak to street arterials and collectors, and access.

Steve Rogers said the Plan, first drafted in 1996, began with the Comprehensive Plan and Land Development Code. The consultant looked at the long-term transit routes based on the Comprehensive Plan.

The public hearing was closed by Chair Bob Lowry.

III. CACOT Action on Public Comment and Issue Recommendations to City Council

Emily Hagen agreed with Visitor Charles Johnson's suggestion to have a transit peer review on a regular basis. Bob Wilson agreed that a peer review would be an excellent component to the Plan. A recent peer review, done by a consultant for CTS, looked at fourteen comparable systems. The peer review portion of the consultant's work cost approximately \$10,000.

Commissioners Wilson and Verts, respectively, moved and seconded that the Commission recommend a periodic peer review be conducted by the City and that it be incorporated into the Plan. The motion passed unanimously.

Lita Verts asked if City Council is considering expansions in the south part of Corvallis to include numerous public buildings and, if so, she asked if there are plans to expand transit service to this area. Emily Hagen said one of Council's goals is to make portions of the south part of Corvallis "shovel-ready" and encourage business development.

Bob Lowry suggested taking copies of the Plan home, marking suggestions and corrections on them and returning them to Jim Mitchell. This would include comments on corridors identified in the Plan. Mitchell would then make a consensus of the suggestions and corrections and incorporate them into the Plan.

Mitchell was asked about the time line staff is under to complete the Plan. Mitchell replied that an update to the Council's Urban Services Committee is scheduled for April 19, 2005. If the Plan is close to completion, staff would ask Urban Services to issue a Comp Plan amendment to adopt the Plan. If Urban Services agreed to issue an amendment it would be forwarded to City Council for approval. If City Council agreed to initiate a Comprehensive Plan amendment, the process would take approximately four months.

Mitchell said he believes if Council initiates a Comprehensive Plan amendment, it would then be forwarded to Planning Commission's schedule. As an applicant, CACOT would submit The Plan to the Planning Division of the Community Development Department. Planning Division staff would meet with CACOT to address issues and build a staff report on the Plan with recommended changes and concerns for deliberation by the Planning Commission. The Planning Commission would hold a legislative-type public hearing to take testimony. Planning Commission would make a disposition of the Plan and submit it to Council. Council would then deliberate on the Plan for possible adoption.

Jon Katin clarified CACOT's present mission. He said the intent of CACOT is not to create a finished document to take to Urban Services Committee on April 19. The intent is to present a document which shows CACOT is close to finalizing the document. Urban Services will decide if the document is on the right track to forward to Planning Commission.

Brandon Trelstad said he worried that citizens who saw dotted lines around a specific corridor may mistake a potential corridor for a corridor that has been identified. Jim Mitchell said language could be added in a legend to

clearly identify a potential corridor as "conceptual" only.

Jim Mitchell said staff should incorporate language to address the likelihood the Albany area will become an urbanized area in the next U.S. Census. Albany would be eligible for additional transit funds which could possibly provide an opportunity for Corvallis and Albany to increase inter-city transit services. The section on Long-Range Service Concepts in the Program Policies section already touches on this subject and would be a good section to incorporate the language regarding Albany.

Commissioners Trelstad and Wilson, respectively, moved and seconded that the Commission approve the recommendation to direct staff to forward the Draft Transit Master Plan to Urban Services Committee. The motion passed unanimously.

IV. Adjournment

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

Future Regular Meetings:

Wednesday, April 13, 2005, 8:00 a.m., City Hall Conference Rm. D
Wednesday, May 11, 2005, 8:00 a.m., City Hall Conference Rm. D
Wednesday, June 8, 2005, 8:00 a.m., City Hall Conference Rm. D