

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT  
MINUTES**

October 13, 2004

Members Present

Scott Carroll  
 Bob Lowry, Chair  
 Bjorn Warloe  
 Stewart Wershow, City Council  
 Robert E. Wilson  
 Brandon Trelstad  
 Lita Verts, Vice-Chair

Staff

Jon Katin, Public Works  
 Michelle Rhoads, Public Works

Visitors

Marcie Fadem  
 Paul Morgan  
 Pat Sherman  
 Laurie Sitton

SUMMARY OF DISCUSSION

Agenda Item	Inform- ation Only	Held for Further Review	Recommendations/Action
Introductions	X		
Approval of Minutes - September 8, 2004			Approved
CACOT/Visitors Comments	X		
2004 Holiday Trolley		X	Lowry and Wilson to assist staff
Citizen request for reestablishing out-bound stop @ Timberhill Shopping Center transfer point		X	Route 1 will be kept as currently configured; staff to report back on related items
Information Sharing	X		

CONTENT OF DISCUSSION

**I. INTRODUCTIONS**

CACOT members, staff, and visitors introduced themselves.

**II. APPROVAL OF MINUTES - September 8, 2004**

Verts made a motion to accept the September 8, 2004 minutes as written. Wilson seconded the motion. A vote was called and the motion passed unanimously.

**III. CACOT/VISITORS COMMENTS**

Visitors Marcie Fadem, Pat Sherman, and Laurie Sitton, representing Access Benton County, introduced themselves to the Commission. Sitton expressed appreciation for the green flashers. In conjunction with Try Transit Week, the first 1,000 riders received a flasher. There were approximately 200 left after the initial promotion. These

will be provided to senior and disabled riders. The flashers make it easier for the drivers to see riders waiting at bus stops in the dark. The cost was approximately one dollar a piece.

#### **IV. 2004 Holiday Trolley**

Rhoads referred to information handed out, which described the 2003 Holiday Trolley service. The trolley operated for 14 days with a ridership of 1,448, with a cost per ride of \$3.95. The cost of operation and advertising costs was approximately \$5,720. Indirect costs, such as Public Works employees' time, was not factored into this figure. Trolley service was interrupted by a broken alternator which forced the trolley to be replaced by a regular bus. Sponsors were listed in the information. Rhoads gave each sponsor a desired amount to be contributed. Expenses for direct costs involving operations and advertising were met for 2003.

Looking ahead to a possible schedule for 2004 Trolley service, Rhoads noted that following the same schedule format as in years past would mean the Trolley would operate 16 days instead of its typical 14 days. The goal for this service is the sponsoring entities would subsidize 100% of the operating costs because those sponsors receive the benefit. Rhoads solicited opinions and ideas from CACOT members on sponsorship possibilities for 2004 with no immediate answers.

It was suggested that a daily ridership breakdown could help determine which days could be cut from the service. This information is available on file. However, most of the sponsors from last year are open seven days per week, so it may not be a possibility to eliminate the service on Sundays. December 26 was discussed as a possible date to eliminate service because some sponsors were not happy that the trolley operated the day after Christmas because shoppers would be encouraged to buy goods at half price during the after-Christmas sales.

Hours of Trolley operation for 2003 were 12:00pm-6:00pm. Each loop took approximately one hour. The route included only those businesses which sponsored the service.

Rhoads wants to solicit sponsors and make a determination by the November 10 CACOT meeting. By that point, the budget needs to be all but set.

It was suggested that one or two CACOT members would volunteer to help Rhoads craft a Trolley service plan. No one immediately volunteered. Rhoads offered that if City funds were used to

supplement the service, the entire City would need to benefit from the service. Presently, only sponsors benefit from customers being taken to their businesses. The time involved in solicitation of sponsors needs to be balanced with ongoing transportation operational needs which also need attention.

Lowry was in favor of the trolley service while keeping in mind that it is impossible to project the service will be fully funded by sponsors. He also offered the suggestion that Greyhound Bus Service could be a valuable delivery service should a situation similar to last year's Trolley alternator problem occur again. Rhoads said she has been in contact with Laidlaw to attempt to avoid a repeat of last year's mechanical troubles.

Wilson and Lowry volunteered to help Rhoads with the 2004 Trolley service plan.

**V. Citizen request for reestablishing out-bound stop @ Timberhill Shopping Center transfer point**

Rhoads referred to a letter from a citizen that CACOT members, copies of which were distributed in the CACOT member packets. The letter stated the citizen's desire for the Route 1 to return to its former route pattern of making a loop around Timberhill Shopping Center during the out-bound trip. This change occurred April, 2004. The change, which saved approximately five minutes per trip, was implemented to keep the Route 1 on schedule. This letter was the sole complaint received regarding the route change. All other input has been positive.

Rhoads spoke with Laidlaw drivers who expressed concern that a return to the previous route pattern would be a negative regarding timeliness of the route. Staff recommendation is to keep the route pattern as is and not go back to the previous pattern.

Carroll wondered about the bearing a shelter may have in addressing the citizen's complaint. Rhoads answered that Walnut Blvd., just to the east of Kings Blvd., has a sidewalk with a sloping sidewalk. This terrain would make having a shelter inappropriate. Another complication is the fact that there are ten new shelters currently in the budget for purchase this year while there are 14 or 15 potential sites already identified.

Carroll made a motion that the Route 1 pattern remain as is and the bus shelter question be tabled for review. Wilson seconded the motion. The motion passed unanimously.

A second concern expressed by the citizen was dog excrement on the sidewalks not being cleaned up by owners. It was noted that there is already a City ordinance addressing this issue, and that there

are signs referring directly to the ordinance number. Wershow is planning to go to talk to the City Manager about this problem.

Questions to be addressed later include:

- What is the frequency of riders embarking or disembarking at the Walnut and Kings stop referred to in the letter?
- Is the intersection of Walnut and Kings not safe as alleged in the citizen concern?

## **VI. Information Sharing**

Rhoads referred to the information sharing reports contained in the packets. On-time performance was 94% for September, 2004, a one percent performance increase over the prior month. Historically, on-time performance suffers a bit with the onset of the school year.

Wershow asked how often bus shelters are checked for vandalism. Rhoads responded each shelter is cleaned at least once a week. Any vandalism or graffiti is reported then. Riders and drivers also report any incidents. It was asked if neighborhood watch groups are notified of vandalism incidents.

Specifically with the ongoing vandalism of the shelter on Conifer Blvd., Rhoads has spoken with the managers of the mobile home park in the area, and neighbors who stopped by while the damage was being cleaned. Residents of the mobile home park expressed their dismay with the vandalism but also stressed the importance of keeping the bus shelters. Notices were left in the shelters asking for those with information on the vandalism to report it to the police department or Public Works Dept. One such tip resulted in Public Works receiving restitution from a youth involved in one of the incidents of vandalism.

There will be a bus shelter installed at 9<sup>th</sup> and Madison within the next few weeks. Yellow curbing will mark the shelter in lieu of a bus stop sign for the time being. Eventually there will be CTS bus stop signs on shelters.

Press releases in the newspaper will signal the beginning of the designated stop system as well as publicizing the City ordinance prohibiting parking at a bus stop sign. The top 10% of bus stops deemed to have the most parking violations will be identified with the help of CTS drivers. These stops will receive "No Parking" signs. Only the top 10% will get signs because of budget concerns. Katin corrected the earlier statement about yellow curbing, in that signs were selected as a permanent solution instead because the lifetime cost of the signs will be lower.

Verts indicated that CTS has received much favorable press in the Gazette Times' editorial section lately.

Rhoads said that drivers are seeing an increase in the frequency of riders attempting to use unlawful transfers. This increase has been noticeable since the fare increase took effect. It was noted that in some cities, this is an acceptable use of the transfer system. Some riders may not know the practice is illegal. Visitor Paul Morgan commented that the drivers said a one day pass would be something worth considering in the future.

Tri-Met sent CTS a sample of wheelchair straps. Their cost is \$20 per set. Tri-Met's policy is to provide the first set to a wheelchair user free of charge. Subsequent straps needed because of loss or damage would then be purchased by the user. Tri-Met does not have grant money, the straps are paid for out of their operating budget.

CTS drivers estimated that 25-30 sets would be needed for the fixed-route system users. It was also agreed that it was very important that the straps be installed properly on the mobility device for them to serve their intended purpose. Laidlaw has agreed to provide installation. At \$20 per set, \$600 would be needed to supply them. The topic will also be discussed with the Benton County Special Transportation Advisory Commission. Other avenues for information sharing and distribution are through Access Benton County. Lowry noted that the ODOT Public Transit Advisory Committee may be interested in considering them for statewide application.

Rhoads mentioned the issue of street lighting between the Senior Center and 29<sup>th</sup> Street. This is the area where the Route 7 operates. A Public Work staff member who handles street lighting is exploring improvements in the future. Wershow said at the last Council meeting he also raised this issue.

## **VII. Adjournment**

Verts made a motion to adjourn the meeting. It was seconded by Carroll. The motion passed unanimously.

### **Future Meetings:**

Wednesday, November 10, 2004 8:00 a.m., City Hall Conference Rm. D  
Wednesday, December 8, 2004 8:00 a.m., City Hall Conference Rm. D  
Wednesday, February 9, 2005 8:00 a.m., City Hall Conference Rm. D