

CORVALLIS CITIZEN'S ADVISORY COMMISSION ON TRANSIT

AGENDA

Wednesday; April 11, 2001; 7:50 a.m.
City Hall Conference Room D
501 S.W. Madison Avenue

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES - March 14, 2001
- III. CACOT/VISITOR'S COMMENTS (Items not on Agenda)
- IV. 26th AND MONROE STOPS
- V. INFORMATION SHARING
 - A. Ridership Report (Fixed Route, Paratransit & Philomath)
 - B. Lighting at Downtown Terminal
 - C. Intermodal Mall Project Status
 - D. ASOSU Group Pass Program & Bus Wrap Project
 - E. Bus Bench Advertising Proposal
 - F. Earth Day - Celebration April 18 - Free Transit Service
 - G. Spring CTS Newsletter
- VI. ADJOURNMENT

Future Meetings:

Wednesday, May 9, 7:50 a.m., City Hall Conference Rm. D
Wednesday, June 13, 7:50 a.m., City Hall Conference Rm. D
Wednesday, July 11, 7:50 a.m., City Hall Conference Rm. D

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES**

March 14, 2001

Members Present

Bob Lowry, Vice Chair
Caron Johnson
Lita Verts
Stewart Wershow, Councilor

Absent - Unexcused

Dan Preller

Staff

Steve Rogers, Public Works
Bernadette Barrett, Public Works

Absent - Excused

Craig Anderson, Chair

SUMMARY OF DISCUSSION

Agenda Item	Informa- tion Only	Held for Further Review	Recommendations/Action
Fare Increase Consideration		X	Additional information will be presented in April
Minutes - February 14, 2001			Accepted as presented
Ridership Report	X		
OSU Ridership Survey	X		
ASOSU Group Pass Program	X		
Intermodal Mall Project Status	X		
26 th and Monroe Stops		X	Staff to meet with Laidlaw staff
School Siting - Transit Impacts	X		
Designated Stops	X		
Walnut Blvd Extension - Impacts	X		

CONTENT OF DISCUSSION

I. APPROVAL OF MINUTES - February 14, 2001

The minutes were approved as presented.

II. FARE INCREASE CONSIDERATION

Steve Rogers noted that staff had presented information in January about the possibility of a fare increase specifically related to the request for peak service. It was noted that there has not been a fare increase since July 1994. In 1994 the City Council adopted a transit strategy that included a

fare policy that stated that increased costs should be shared by taxpayers, users, and the OSU/ASOSU group pass program. Since that time, Corvallis taxpayers have increased their contribution to the transit system. Last year ASOSU increased their contribution from \$1.50 per term, per student to \$1.70. We are now looking at asking system users to also share in the increased costs.

Mr. Rogers indicated that the fare increase consideration would be part of a parallel effort to finalize the transit master plan. The process for the fare increase will be for staff to prepare a report covering increased system costs, increases in the consumer price index, a survey of other transit agencies, and other information related to the impact of fare increases. Following CACOT review, the proposed increase would be the subject of a public meeting before CACOT. A recommendation would then be made to the City's Urban Services Committee. They would then make a recommendation to the City Council.

The draft transit master plan was the subject of several public hearings and a recommendation from CACOT and Urban Services Committee to Council. The City Council adopted the short term implementation plan and requested that staff revise the long-term plan. Staff will review the entire document, update the dates and data, and address any remaining Council issues. The draft document will be presented to CACOT for review and recommendation to the Urban Services Committee. The document will then be forwarded to the Planning Commission for their review since the Transit Master Plan is referred to in the Comprehensive Plan. Therefore, the document would be considered Comprehensive Plan amendment, triggering a public process. Planning Commission would then recommend the document to the City Council for adoption. The Master Plan will include information about revenue sources and fare policies.

III. INFORMATION SHARING

A. Ridership Report (Fixed-Route, Paratransit and Philomath)

The February CTS ridership report was provided to the Commission (attached). February ridership was 45,030, which is approximately the same as the 2000 February ridership. The difference is that the 2001 operating hours were less than the 2000 February hours because of the number of operating days. Staff also provided specific ridership data for the newly-

implemented peak route service. It was noted that the first South Corvallis run has about the same number of rides per hour as the existing 2000-01 CTS service. The run to Witham Hill and the second South Corvallis run are not as productive. Staff will provide similar peak route ridership information for March to determine if there is growing demand for this service.

The Philomath ridership report was also provided, showing 1,135 rides provided in February. The City of Philomath has targeted specific areas of Philomath for the distribution of Philomath Connection ride coupons to encourage new ridership.

B. OSU Annual Ridership Survey

The annual OSU ridership survey was conducted January 29 through February 10 and included CTS and the Philomath Connection buses. The results of this year's survey and the historical results each year since 1993 were presented to the Commission. It was noted that OSU faculty, staff, and students make up approximately 37.51 percent of total CTS ridership. The major shift that has occurred in the last several years is that a higher percentage of the OSU ridership is students as opposed to faculty/staff. A pie chart and bar graph were also presented to reflect the ridership data. (See attached.) An additional ridership survey will be conducted the first week in April to determine the number of seniors, youth, and persons with disabilities that are riding CTS. The combined survey information will provide valuable information regarding CTS riders.

Staff reported that the OSU Parking and Transportation Plan was going to be released for public review in the near future. Two public meetings were scheduled to review the plan. Information is also available on the OSU web site.

C. ASOSU Group Pass Program

Transit staff met with the ASOSU Student Fees Committee in February to request that they continue the group pass program at the same \$1.70 rate for 2001-02. The Fees Committee voted to support continuation of the group pass program. Staff also presented the bus wrap concept to the Committee and requested that they fund one bus wrap that would remain on the bus for at least three years. The Committee had positive comments about the proposed wrap but indicated that because it was an increase in funding, the proposal would need to be considered

at another meeting, to be held on March 14.

D. Intermodal Mall Project.

Staff noted that the Request for Proposals for design and construction drawings for this project is being drafted and should be released by the end of the month. A specific timeframe for contractor selection has not been determined. The project will most likely be constructed beginning in the spring of 2002 and continue throughout the summer, with completion anticipated by September 30, 2002. One of the timing considerations was to allow for continued use of the City Hall parking lot area for the 2001 Farmers' Market.

E. 26th Street and Monroe Avenue Stops.

Concern was raised by several CACOT members who regularly ride the buses that utilize the intersection of 26th and Monroe Avenue. It was noted that the decision to utilize farside stops at this location was unilaterally made by Laidlaw staff and that the issue had been discussed with the local manager. It was stressed that such decisions should not be made without approval by City staff and communication with transit users well in advance of any operational changes.

Staff will meet with Laidlaw staff and discuss the operational issues associated with this intersection and other intersections in the area. A report will be provided at the April meeting.

F. Designated Stops

Vice Chair Lowry noted that designated stops along heavily used transit routes, such as Monroe and Kings Boulevard would increase the efficiency of the system. It was suggested that a phasing-in of designated stops and public education be considered. Staff noted that implementation of designated stops is an outstanding project but that other transit system priorities have delayed progress. The City has a grant to purchase and install the signs. Staff work is needed to design and purchase the signs; select each stop, taking into consideration site distance, heavily used destinations, and other bus stop considerations including ADA accessibility; arrange for installation; and mount a public education campaign. Staff will continue with this project when the intermodal mall RFP has been awarded and the fare increase/transit master plan process has been completed.

G. School Siting - Transit Impacts

The Commission discussed the proposed siting of Corvallis schools, particularly the high school and middle schools. It was noted that any siting would impact transit service. Middle and high school students are using CTS in increasingly larger numbers, primarily because of the school of choice option. Even those who are eligible to use school bus transportation are choosing to use CTS as their primary means of reaching school. Part of the reason for adding peak service in February was to address the standing-room only situation on those commuter routes serving Corvallis High School and the three middle schools. Councilor Wershow had additional information regarding the numbers of students at each of the middle schools and other matters concerning school siting. It was suggested that City staff communicate the increased youth ridership to the School District. Staff should have additional data to present after the April ridership survey.

IV. ADJOURNMENT

The meeting was adjourned at 9:30 a.m.