

CORVALLIS CITIZEN'S ADVISORY COMMISSION ON TRANSIT

AGENDA

Wednesday; March 18, 1998; 7:50 a.m.

City Hall Conference Room D

501 S. W. Madison Avenue

- I. INTRODUCTIONS

- II. APPROVAL OF MINUTES - February 18, 1998

- III. CACOT/VISITOR'S COMMENTS (Items not on Agenda)

- IV. SERVICE ROUTE - Discussion/Recommendation

- V. INFORMATION SHARING
 - A. Ridership Report
 - B. OSU Survey Results
 - C. OSU/ASOSU Group Pass Program - 1998-99
 - D. Corvallis Paratransit Service (CPS)

- VI. ADJOURNMENT

Future Meetings:

Wednesday, April 15, 7:50 a.m., City Hall Conference Rm. D

Wednesday, May 20, 7:50 a.m., City Hall Conference Rm. D

CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT

MINUTES

February 18, 1998

Members Present

Craig Anderson, Chairman
 Joanne Adler
 Bill Hoffman
 Lita Verts
 Ed Barlow-Pieterick, Councilor

Staff

Bernadette Barrett, Public Works
 Neil Mann, Public Works
 Steve Rogers, Public Works
 Fred Towne, Community Development

Absent - Unexcused

Caron Johnson
 Dan Preller

Visitors

Tom Adler
 Jessica Brown, ASOSU
 Steve Fosdick, ODOT
 Roger McDonald, Dial-A-Bus

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations/Action
Transportation Alternatives Analysis			Recommended to Planning Commission with Revision
Route Analysis	X		
Service Route		March CACOT mtg.	
Ridership Report	X		
Future ODOT Grants	X		
Business Energy Tax Credit for Transit Passes	X		
Child Safety Systems	X		
Chamber of Commerce Employee Transportation Task Force	X		
Laidlaw Operations	X		
Advertising on Buses	X		
State Highway Plan	X		

CONTENT OF DISCUSSION

I. APPROVAL OF MINUTES - January 21, 1998

The minutes were approved as presented.

II. CACOT/VISITORS' COMMENTS

Steve Fosdick, a member of the Oregon Department of Transportation, Public Transit staff, introduced himself and indicated that he was here today to reacquaint himself with the Advisory Commission. Mr. Fosdick is in charge of transit capital projects and is working with ODOT's Region 2 staff with transit projects and issues within the region. The Region 2 area includes Salem and Eugene, as well as Corvallis. He also indicated that the Public Transit Section is under new leadership. Mark Ford is the interim Public Transit Section manager. Mr. Ford also leads the Planning and Research Branch at ODOT.

III. TRANSPORTATION ALTERNATIVES ANALYSIS

Fred Towne, Associate City Planner, provided the Commission with background information regarding the Transportation Alternatives Analysis (TAA). He noted that the TAA is a refinement of the City's Transportation Plan. The TAA was conducted to evaluate transportation alternatives (build, transportation system management, transportation demand management, and transit/land use) and recommends the alternative which provides the best value for Corvallis citizens, considering available funding and restrictions on the use of the funds. The recommended preferred alternative is a combination of all the transportation alternatives and recognizes the benefits of each. The TAA also took into consideration the comments expressed during the development and adoption of the City's Transportation Plan.

Mr. Towne described the TAA process, including the involvement of a consultant and steering committee. The Transit Master Plan process was proceeding with the TAA process, and the information regarding the proposed transit corridors and development nodes was coordinated.

The Commission then reviewed the document. The east-west transit service was not considered during the TAA analysis as one of the primary corridors. The Commission discussed the service to destinations which have not located along primary corridors, i.e. the hospital, Hewlett-Packard, and Crescent Valley High School. Planner Towne stated that this was discussed by the steering committee at considerable length, noting that these facilities do not take into

consideration the cost or efficiency of providing urban services when they locate on the fringes of an urbanized area or proposed urbanized area. Mr. Fosdick indicated this is a statewide issue and gave the example of community colleges that buy land because it is cheap and do not consider the expense of extending the infrastructure and other services to meet their needs. He also gave other examples of hospitals in locations which are difficult for customers to access. It was noted that areas like the Kings Boulevard corridor which is already intensely developed with mixed uses are more effective and efficient to serve.

One of the TAA steering committee's conclusions was that the transit/land use alternative was the most effective for addressing the City's transportation needs and would provide the biggest gains overall.

Mr. Towne then provided information and background regarding the Proposed Transportation Demand Management (TDM) Plan. He indicated that the purpose of a TDM Plan is to reduce the number of cars on the road during peak times. He described various strategies which can be implemented to achieve this result, such as improved transit, bicycle and pedestrian facilities, and changing employee shift times away from the peak travel times. He also noted that the steering committee had recommended a voluntary employer program instead of a mandatory program. Studies indicate that mandatory programs do not result in substantial gains in the reduction of single-occupancy vehicles (SOV's) and are not well received by employers. Mr. Towne gave several examples of TDM, such as the OSU transit group pass program and Hewlett-Packard's (H-P) program of providing free rides to employees, as well as H-P shift schedules. In response to a question, it was noted that showers and lockers are suggested to meet the needs of those who bike or walk to work. Mr. Towne noted that "parking subsidies" referred to in the plan are such items as free employee parking and parking meters which encourage use of automobiles instead of alternative modes. The 10-hour meters in the downtown area cost 50 cents to park all day, half what someone would pay to ride the bus two ways.

Councilor Barlow-Pietrick asked that the Commission use the opportunity at the Commission meeting to discuss the two documents and provide information to the Planning Commission and Council about CACOT's position. He stated that Council

supports the corridors and mixed uses to achieve the goals stated in the two documents. Council's hope is that the service route will provide greater accessibility for those who have previously chosen to locate in areas which were previously served by transit and are not along the proposed corridors.

Dial-A-Bus Manager McDonald stated that all transportation providers are trying to serve the most people and do it in the most effective way. Steve Rogers commented on two issues. He noted that this is the same discussion we had last year about whether or not we are going to provide fast, efficient service or less efficient service. The service route has been proposed to address the needs of those who are no longer located along the fixed routes. Secondly, he noted that the City is having the discussion regarding a commitment to transportation and transit corridors today because that discussion did not take place 20 to 40 years ago. If we do not commit to corridors now, we will continue the problem into the future. Concern was expressed regarding the frequency of service to South Corvallis. It was noted that the City's Transportation Plan recognizes the need to increase transit service to South Corvallis and that the priority for future transit expansion is to improve frequency to South Corvallis.

Planner Towne stated that the choices are to build more lanes of traffic or encourage use of alternative transportation modes. He noted that more traffic lanes makes it more difficult for pedestrians to cross and use of other modes is also made more difficult.

Commissioner Adler was opposed to any document that establishes corridors. She feels this will result in less service to seniors and the disabled.

Following additional discussion, the Commission approved a motion to recommend that the TAA include a paragraph as follows: "It is recognized that corridor-based routing may pose problems for some to take advantage of transit service. To address these issues, service routes designed to fill such gaps should be evaluated and implemented as appropriate." The motion was approved by the Commission with Commissioner Adler voting "no".

Chairman Anderson noted that he needed to leave the meeting at

this time. Vice Chairman Hoffman took over chairing the meeting. It was also noted that a quorum was no longer present so no official recommendations could be made for additional items.

IV. ROUTE ANALYSIS. Steve Rogers noted that at the previous CACOT meeting, Commission members wished to discuss possible revisions to the existing routes to address the timing of buses at the hospital and possible other revisions. Mr. Rogers presented information on four revisions, noting that all routes are integrated so that a change in one will impact all other routes either directly or indirectly. An example is the Routes 1 Northbound, 1 Southbound, 2 Northbound, 2 Southbound, and 4. These five routes are served with two buses that rotate between the routes. Therefore, a change in one of them affects at least three routes, plus transfer times at the downtown and Timberhill transfer points. Mr. Rogers reviewed the pros and cons of each revision. Each revision had significant negative impacts on existing customers and ridership. He suggested that the Commission look at the Service Route to address the concerns raised by CACOT at the January meeting and by citizens since the implementation of the new routes in October 1997.

V. SERVICE ROUTE. Mr. Rogers then displayed a map showing existing routes with an overlay of three proposed service routes. One route (Route A) essentially served an area similar to the previous Route 3, including Samaritan Village, Harrison to 53rd, the area where the proposed retirement village will be built on 49th and Country Club, and connecting to the downtown through the OSU campus. This route would travel on Jefferson to 35th, thereby allowing the removal of the fixed route bus from Jackson while retaining 1-hour service to Samaritan Village. One route (Route B) would connect the downtown with the Senior Center and along 29th to Circle and then traveling back downtown by way of Kings Blvd. The third route (Route C) would run similar to a previous route which connected the downtown with the hospital by way of additional portions of 10th/Highland and portions of 11th Street. Route A was proposed to run on a 1-hour service, which is the same service level currently and previously provided to Samaritan Village. Routes B and C would alternate, thereby providing 2-hour service.

The Commission discussed the various routes and the concern that the service route would only reach the hospital every 2 hours. (Fixed Routes 7 and 4 currently serve the hospital

and clinic hourly, but reach the hospital about the same time.) Commission members questioned the value of Route B in view of the importance of the hospital connection. Staff was directed to develop further information regarding the connections between Route C (downtown/Highland/hospital) with Route 6 to south Corvallis, as well as other transfer connections if Routes A and C were implemented, each as 1-hour service.

Further consideration was delayed until the March meeting since no official recommendation could be made at this meeting and because several Commission members were not in attendance. Staff will provide minutes of the meeting along with a map to Commission members who were not present. It was noted that the service route is scheduled to go into operation April 6, so a decision by the Commission is needed as soon as possible to allow development and printing of a map and schedule and promotion of the service.

VI. INFORMATION SHARING. Because of the anticipated time devoted to the items listed in paragraphs III, IV, and V above, a handout was provided covering the following informational items: (See attached copy.)

- A. Ridership Report
- B. Future ODOT Grants
- C. Business Energy Tax Credit for Transit Passes
- D. Child Safety Systems
- E. Chamber of Commerce Employee Transportation Task Force
- F. Laidlaw Operations
- G. Advertising on Buses
- H. State Highway Plan

VII. ADJOURNMENT

The meeting was adjourned at 9:58 a.m.

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February 18, 1998
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