

CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT

MINUTES

March 18, 1998

Members Present

Craig Anderson, Chairman
Joanne Adler
Bill Hoffman
Caron Johnson
Dan Preller
Lita Verts

Absent - Unexcused

Ed Barlow-Pieterick, Councilor

Staff

Bernadette Barrett, Public Works
Neil Mann, Public Works
Steve Rogers, Public Works

Visitors

Tom Adler
Jessica Brown, ASOSU
Roger McDonald, Dial-A-Bus
Fred Quale, AARP
Nelson Byrd, Benton Co. Sr. Council
Marna Claywoman

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations/Action
Service Route			Recommendation
Ridership Report	X		
OSU Survey Results	X		
OSU/ASOSU Group Pass Program	X		
Corvallis Paratransit Service	X		

CONTENT OF DISCUSSION

I. APPROVAL OF MINUTES - February 18, 1998

Commission member Adler corrected page 4, paragraph 3 of the minutes to reflect that her main point was that we have already placed transit on the corridors and ridership has dropped. The minutes were approved as revised.

II. CACOT/VISITORS' COMMENTS

Tom Adler presented several options to the existing transit routes. He briefly described them. It was noted that all routes would be reviewed this summer, as in previous years, to make adjustments as warranted. Mr. Adler's suggestions will be considered with other suggestions and comments that

have been received.

Commissioner Joanne Adler addressed one of the items that was presented as a written information sharing report at the previous meeting. She asked for consideration that the City provide child safety seats for persons using Dial-A-Bus. Staff noted that this issue had been discussed with Dial-A-Bus staff, the City's attorney, as well as federal attorneys in Washington, D. C. It was staff's recommendation that the City not provide child safety seats. The City would assume liability for the type of seat provided as well as any malfunction. It was also pointed out that child safety seats are not provided by any other paratransit service in Oregon. Child safety seats are not required for children riding in Dial-A-Bus vehicles.

Marna Claywoman spoke to the Commission as a frequent bus rider. She expressed concerns regarding the route design and noted difficulty with transfers between two routes at Timberhill when the routes were first implemented. She noted there had been an improvement. She pointed out that it appeared several routes were in the same area at the same time, which facilitates transfers but is not the most efficient use of the resources. She also had concerns about the condition of the downtown terminal and asked about police service to the area. Staff reported that several plexiglass panels had been removed for various reasons, including transients sleeping in the shelters and vandalism. Signs had also been removed or defaced at that location. The Police Department increases patrols in the area as incidents increase and work with CTS staff and drivers to address this operational issue. Bike patrols were frequent last summer. Police officers met with CTS drivers to discuss appropriate actions to take when incidents occur at the terminal. Ms. Claywoman noted that the fares are reasonable and she is pleased to have bus service in a community the size of Corvallis but that it needs to work better.

III. SERVICE ROUTE.

Transportation Division Manager Rogers directed the Commission's attention to the map showing proposed service routes A, B, and C. He described the options and the timing of the routes and noted the choices between the frequency of service for the routes. He also recalled the discussion at

the previous CACOT meeting which directed staff to look at the connections with other routes, in particular Route 6, serving South Corvallis. Staff presented a timetable showing two options, one alternating between two routes (A and C) and one alternating between all three routes. The 3-route option would result in service to one area once an hour and to two other areas once every two hours. It was noted that proposed service route A would replace the current Route 1 northbound to Samaritan Village, allowing the fixed route bus service to travel on Harrison Boulevard and not travel on Jackson Street. Several residents have expressed concerns regarding the bus on Jackson. The service route would reach Samaritan Village by way of Jefferson.

Staff described the concept of a "service route" as one which is designed to meet the needs of the senior and/or disabled populations but is open and available to the general public. The service has been developed to fill a gap between the fixed route bus service and the Dial-A-Bus curb-to-curb service. The concept was initially developed in Europe and has been in place in two communities on the east coast for several years. The service typically uses a smaller, lower-floor vehicle and the schedule is generally less time sensitive than the fixed route. The service route map is generally printed in a larger print to meet the needs of seniors and others with visual impairments.

Transit Manager Barrett indicated that she had discussed the proposed routes with the City's bus drivers at their recent monthly meeting. The City's bus drivers acknowledged the need for additional service to the hospital and supported the concept of alternating between proposed Routes A and C. They also expressed their support of the proposed route design for Routes A and C. Transit Manager Barrett had also met with Samaritan Village residents March 17 to discuss a variety of transit-related issues, including the residents' input regarding the proposed service routes. The service route concept was described. The residents overwhelmingly supported alternating between Routes A and C. A survey form completed by residents at Samaritan Village indicated that their first priority is getting to the hospital and clinic.

Concern was expressed regarding the service route not being integrated into the fixed route. One concern was that the service route would not continue if citizens were unwilling

to continue to support it through a levy increase. Another concern was expressed about all routes not being on the same map and possible confusion.

The proposed route schedule options do reflect an integration into the existing fixed route bus service. It was noted that bus passengers traveling from South Corvallis would be able to make a direct transfer to the Route C bus going north to Highland Drive and the Hospital. Other transfers would also be possible at the downtown terminal. It was clarified that the fares would be the same on the fixed route and service route and that transfers between the services could be made, as they are now, without an additional fare. The service routes supplement existing fixed route bus routes and Dial-A-Bus service and complement those services.

The financial implications of integrating the service route were discussed. Perceptions were that it might be an advantage or a disadvantage to be integrated into the fixed route bus service or kept a separate service. It was noted that when Council discussed the service route concept, they agreed to support the service route and budgeted funds to implement the service during 1997-98. Funds for the service route are included in the proposed 1998-99 transit budget. It was also noted that the success of the service is not dependent on ridership but on its ability to provide a segment of the Corvallis population with a service to remain independent.

The service route map will be designed to serve the targeted population and will reference the City's fixed route bus service. The fixed route bus service map will also include information regarding the service routes when it is revised this summer. A community-wide promotional campaign will be conducted to assure that existing and potential bus passengers are aware of the various services available. Staff has discussed service route issues with those who have implemented these services on the east coast on several occasions. A separate and distinct map was not raised as a factor in implementing the service.

Fred Quale and Nelson Byrd asked about service to the Senior Center. Proposed Route B would provide service to the Senior Center by way of 29th Street to 27th Street and then back to 29th Street. It was noted that currently Route 7 travels on 29th Street and is two short blocks from the

Senior Center. The timing of Route 7 may not be meeting the needs of those who ride that route and wish to arrive at the Senior Center close to the time that lunch is served. The need has been noted for review of the routes this summer. No information was available about any increased public transit demand that would result if a route served the Senior Center. None of the survey forms completed by the Samaritan Village residents listed the Senior Center as a priority destination. Mr. Quale and Mr. Byrd requested that future consideration be given to service to the Senior Center.

Following additional discussion, it was moved, seconded and unanimously recommended to implement Service Routes A and C, providing hourly service on each.

VI. INFORMATION SHARING.

- A. Ridership Report. The February ridership report was provided to the Commission, showing that 31,206 rides were provided, compared to 36,699 for the same month in 1997.
- B. OSU Survey Results. The results of the 1998 OSU survey were distributed, along with previous surveys. The 1998 data indicates that approximately 24 percent of the total CTS ridership is OSU faculty, staff, and students. The breakdown between OSU students and faculty/staff is 69 percent students to 31 percent faculty/staff.
- C. OSU/ASOSU Group Pass Program - 1998-99. Transportation Division Manager Rogers made a presentation to the ASOSU Students Fees Committee. The student senate will vote on the issue April 21. Staff has also sent a letter to OSU Interim Vice President for Finance and Administration inquiring about OSU's intent to continue the faculty/staff group pass next year.
- D. Corvallis Paratransit Service (CPS). Corvallis contracts with Dial-A-Bus for its ADA paratransit service. Dial-A-Bus provided the Commission with a copy of its February ridership report covering its operations, including all senior and disabled rides. Any questions regarding the report were to be directed to the Dial-A-Bus Manager, Roger McDonald, or CTS staff.

VII. ADJOURNMENT

The meeting was adjourned at 9:05 a.m.

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