

CORVALLIS CITIZEN'S ADVISORY COMMISSION ON TRANSIT

AGENDA

Thursday; April 10, 1997; 5:30 p.m.
Benton Plaza Hotel, Basement Meeting Room
408 S. W. Monroe

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES - March 13, 1997
- III. CACOT/VISITOR'S COMMENTS (Items not on Agenda)
- IV. PUBLIC FORUM - Draft Transit Master Plan
- V. INFORMATION SHARING - (Written Report)
 - A. Ridership Report - March 1997
 - B. OSU Earth Week - April 21-25
 - C. OSU Mom's Weekend - May 3 Trolley Service
 - D. OSU Student Orientation - September 26
 - E. Oregon Legislature - Update
- VI. ADJOURNMENT

Next meetings:

April 17, 1997; 8 a.m., City Hall, Conference Rm. D (Special)
May 8, 1997; 7:50 a.m., City Hall, Conference Rm. D

CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT

MINUTES
 March 13, 1997

Members Present

Bob Lowry, Chairman
 Joanne Adler
 Craig Anderson
 Caron Johnson
 Ed Barlow-Pieterick, Councilor

Staff

Steve Rogers, Public Works
 Bernadette Barrett, Public Works

Visitor

Jarrett Walker, Nelson/Nygaard

Excused

Jonathan Cardozo
 Bill Hoffman

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations/Action
Transit Master Plan		April 10	
February Ridership	X		
OSU Earth Day - April 22	X		
Harrison Boulevard Corridor Plan			Comments on draft plan.
OSU/ASOSU Group Pass Program	X		
Downtown Intermodal Mall	X		
Transit Web Site	X		
Measure 47	X		
Transportation Alternatives Analysis Steering Committee			Recommendation re: transit/land use
1997 Oregon Legislature	X		

CONTENT OF DISCUSSION

I. APPROVAL OF MINUTES - February 13, 1997

The February meeting minutes were approved as corrected.

II. INFORMATION SHARING

Staff provided a written report covering those items listed on the agenda under information sharing and added some additional information. A copy of the written report is attached. The

Commission briefly discussed the Harrison Corridor study. The Commission noted that the proposed signalization at 35th/36th and Harrison will enhance transit service. Commission Chair Lowry expressed his concern that the project include adequate turning radii at each intersection to facilitate transit service, planned and future. CACOT's comments will be forwarded to the Harrison Corridor Steering Committee.

III. TRANSIT MASTER PLAN

Staff provided a brief background regarding the development of the draft Transit Master Plan. The Plan is financed through an Oregon Dept. of Transportation/Dept. of Land Conservation and Development Transportation Growth Management (TGM) Grant. Jarrett Walker of Nelson/Nygaard, the consultant hired to prepare the Plan, was introduced. Mr. Walker provided background regarding his firm, their experience in providing transit planning services in rural and urban communities, and his approach to the plan. He noted that the project was coordinated with the City's Transportation Alternatives Analysis (TAA) process, particularly in developing the long-range approach to reflect anticipated growth areas. He felt that university towns and towns which integrate land use and transit planning are especially successful and that transit has a good future in Corvallis.

Mr. Walker then described some specifics of the plan. He noted that the short-term scenario would be the first step in implementing the long-term scenario. He noted that the long range plan would have the greatest contribution to reducing vehicle miles traveled by providing sufficient frequency to motivate people not to use their cars. He also indicated that the plan was developed to maximize transit's efficiency. A social service system designed for people who do not have alternatives would have a different design. A social service design spreads itself thin and would result in hourly, one-way loops.

Mr. Walker indicated that OSU and its policies (particularly parking policies and costs) have a huge influence on the City's transit system. To a smaller extent, downtown parking policies also influence transit. He also stated that a city built for walking is a city built for transit. The vision discussed in the TAA transit/land use option is for neighborhood focus areas with mixed uses, i.e. housing, shopping and jobs. Those areas would be served with transit.

Mr. Walker reported that the Corvallis system must focus on all day service. CTS has an all day, evenly spread market. This

was verified by the consultant's on-board survey. Intensity of service is important to serve those who work part-time or may work two jobs and those who are OSU students and are not on campus all day. Mr. Walker described the short-term scenario, noting that the proposed Routes 1 and 3 are offset 15 minutes from the other Routes. Monroe from campus to downtown Corvallis will have 15-minute service.

Mr. Walker discussed the frequency of bus stops (800 to 1,000 feet) and the elimination of the flag stop system to increase the system's efficiency. Staff noted flag stops are also a safety issue because the driver's attention is continually focused toward the sidewalk. Designated stops would assist drivers by only momentarily directing their attention to a designated bus stop to determine whether or not customers are waiting.

Mr. Walker discussed some of the policy issues which must be addressed by the City. He noting that transit's success is dependant upon maintaining operating speed. He suggested a street classification overlay which would designate certain streets as transit corridors. Those streets would be constructed or reconstructed in a manner to keep bus speeds at an optimum level. The trade off of not keeping bus speeds up is to add additional buses. Access management is another issue which influences a shift to transit away from the convenience of the automobile.

Commissioner Adler expressed her concern about the shift from a social service design to the proposed structure. She felt that transit plan does not address the needs of those who have no choice, specifically the elderly and disabled. She was also concerned about the reduction in service to the hospital, elimination of service on Elmwood, and elimination of flag stops. Staff noted that the City's ADA complementary paratransit service provides rides to disabled persons who are unable to use the regular bus service.

Commission members discussed the specific routes in the short-term and long-term scenarios. There were questions about the configuration in the downtown area, in particular the east-west streets. Commission members also requested that additional information be included in the appendix to explain the ridership survey data. Following additional discussion, the Commission agreed to hold a public forum at their April meeting to gather public input on the plan. The April meeting will be held at 5:30 p.m. and buses will also operate one hour later to facilitate public input, particularly by bus riders.

Citizens Advisory Commission on Transit

March 13, 1997

Page 4

IV. ADJOURNMENT

The meeting was adjourned at 7:40 a.m.

Future Meetings:

April 10, 1997; **5:30 p.m.**; **Benton Plaza Basement Mtg. Rm.**

April 17, 1997; **8:00 a.m.**; City Hall Conference Room D (Special)

May 8, 1997; 7:50 a.m.; City Hall Conference Room D