

**CORVALLIS CITIZEN'S ADVISORY COMMISSION ON TRANSIT**

AGENDA

**Thursday; August 14, 1997; 7:50 a.m.**

**City Hall Conference Room D**

501 S. W. Madison Avenue

- I. INTRODUCTIONS
  
- II. APPROVAL OF MINUTES - July 10, 1997
  
- III. CACOT/VISITOR'S COMMENTS (Items not on Agenda)
  
- IV. ELECTION OF OFFICERS
  
- V. BIKE RACKS ON BUSES PROGRAM
  
- VI. INFORMATION SHARING
  - A. Ridership Report
  - B. daVinci Days - July 19 and 20
  - C. Benton County Fair Shuttle - July 29 through Aug. 2
  - D. Summer Kids Pass Program
  - E. Implementation of New Routes (5-bus system)
  - F. New Buses - Status
  - G. Intermodal Mall Funding
  - H. Oregon Legislature
  
- VII. ADJOURNMENT

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT**

**MINUTES**

July 10, 1997

Members Present

Bill Hoffman, Vice Chair  
 Joanne Adler  
 Jonathan Cardozo  
 Caron Johnson

Absent

Craig Anderson (Excused)  
 Bob Lowry (Excused)  
 Ed Barlow-Pieterick, Councilor

Staff

Steve Rogers, Public Works  
 Bernadette Barrett, Public Works

Visitors

Tom Adler  
 Mary E. Brown  
 Tammy Casper, H-P  
 Margaret Montgomery  
 Mary McCoy

**SUMMARY OF DISCUSSION**

Agenda Item	Informa- tion Only	Held for Further Review	Recommendations/Action
Transit Master Plan			Service Route Recommendations
Ridership Report	X		
OSU/ASOSU Group Pass Program	X		
Linn-Benton Loop Commission	X		
Bike Racks on Buses Program	X		

**CONTENT OF DISCUSSION**

**I. APPROVAL OF MINUTES - June 12, 1997**

The minutes were approved as presented.

**II. CACOT/VISITOR'S COMMENTS**

Mary McCoy appeared before the Commission to present a copy of her written suggestion for an equitable state-wide road tax. She indicated that she will forward it to state officials.

**II. TRANSIT MASTER PLAN**

Staff reported on the status of the Transit Master Plan. It was noted that the City Council had requested that staff analyze the route proposal presented to CACOT at last

month's meeting. During the review, staff proposed an additional option (Concept A-1) based upon time constraints in the original Concept A. Staff provided the information to the Urban Services Committee (USC). USC recommended the revised Concept A-1 to the City Council, with direction to continue to look at opportunities to service the hospital, the new retirement center on S. W. 49th, and extend service along Highland. The City Council approved Concept A-1 at their July 7 meeting. Additionally, USC and the Council reiterated their interest in Concept D, which would add a sixth bus to the system to serve as a "service route". Staff distributed a copy of the USC memorandum regarding the "service route" which will be considered by the Committee at their July 14 meeting. The memorandum discusses operation, route, and bus options, as well as the financial implications. Staff requested that CACOT review the information and provide their input to USC.

The Commission first discussed the bus options. **The Commission recommends that the City consider the low-floor bus model.** Consideration was given to ease of use for the customer as well as maintenance of the ramp versus a mechanical wheelchair lift. A concern was expressed by one Commission member that a smaller bus will not meet the demand in a short period of time and certainly within the 10-year life expectancy of the bus.

**CACOT members expressed their support for matching the current CTS hours.** If a cut was needed for financial purposes, their first choice for the cut would be Saturday hours. This is based upon the need to serve those who work Monday through Friday. The Commission also discussed the need for extended weekday and Saturday hours. The Commission requested that staff prepare the financial information to add an additional weekday hour to the 5-bus and 6-bus systems.

Staff indicated that the route shown in Concept D has not been timed and may need additional adjustments to meet the community's needs. CACOT members questioned the system's ability to make the large proposed "service route" in 30 minutes. Additionally, no discussion has occurred regarding the concept of deviating from the route. Such an option would require additional time to estimate possible deviations. Staff indicated that the "service route" would not be time sensitive and, therefore, could be extended to

an hour. The route was designed to connect known senior residential facilities with some frequent destinations, such as the senior center, shopping areas, and the regular fixed route bus service. **CACOT agreed with the concept that the route be specifically designed to meet the needs of the senior and disabled populations.**

The Commission was concerned about the financial implications of adding a sixth bus at this time, particularly in view of the large increase that will be required to maintain the 5-bus system. The Commission indicated that it was "very nervous" about this proposal. It was noted that the November 1997 election will require 50 percent of the registered voters to vote and that the measure receive a favorable vote from 50 percent majority of those voting.

The Commission suggested that if the Council wished to pursue this service as part of the next 3-year levy, that it **present two options to the voters in November--one for the 5-bus service and one for the 6-bus service. They also requested that Council consider adding an additional hour to both systems because of the increased demand for later hours to meet the needs of those who work beyond the current service hours.** An additional hour would allow CTS customers to go to dinner and return home before the bus stops running. Tammy Casper, H-P representative, asked for consideration of extended hours to meet the needs of their employees. Ms. Casper was not optimistic about H-P's willingness to support the extended hours beyond what H-P currently pays in property taxes. Staff pointed out that an increase in fixed-route transit service would also require an increase in paratransit hours to match the service.

#### **IV. INFORMATION SHARING**

- A. Ridership Report.** Staff reported that the transit system had broken its annual ridership record in June and exceeded the 1996-97 goal of providing 400,000 rides. The annual ridership in 1996-97 was 418,947 compared to 394,145 in 1995-97 and represented a 6 percent increase.
- B. OSU/ASOSU Group Pass Program.** Staff reported that contracts have been signed with OSU and ASOSU for

transit service in 1997-98. The group pass program allows OSU students, faculty, and staff to ride the regular fixed route transit service by showing a valid OSU identification card. Staff has met with the new ASOSU President and Environmental Affairs Director, and they are supportive of transit. We will work together to promote the service to students.

- C. Linn-Benton Loop Commission.** The Commission met on July 9 in Albany. Although a quorum was not present, information was distributed. The ridership report for 1996-97 showed a slight decrease in ridership. Tammy Casper, H-P representative, was present to discuss the proposed group pass program. Staff reported on the Transportation and Growth Management grant application to consider a regional transportation district. In response to a request from the Loop Commission, OSU has again declined to support the Linn-Benton Loop. It was noted that many OSU students attend classes at Linn-Benton Community College (LBCC) that are no longer offered at OSU, and most of the Loop ridership consists of LBCC students.
- D. Bike Racks on Buses Program.** Staff noted that implementation of the bike rack program will be delayed until after the new routes are in place. The new routes will reduce the number of buses at the downtown terminal at the same time and therefore provide adequate space for the bike racks to be in use at that location. A proposal for implementation of the bike rack program will be presented at the August CACOT meeting. It was noted that the racks have been received but will not be placed on the buses until the program is in place.

**V. ADJOURNMENT**

The meeting was adjourned at 9:10 a.m.

CACOT Minutes  
July 10, 1997  
Page 5

**Future Meetings:**

August 14, 1997; 7:50 a.m.; City Hall Conference Room D  
September 11, 1997; 7:50 a.m.; City Hall Conference Room D